THE BYSTANDER
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APRIL 18, 1928
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The BYSTANDER
WITH SPECIAL FLYING SUPPLEMENT

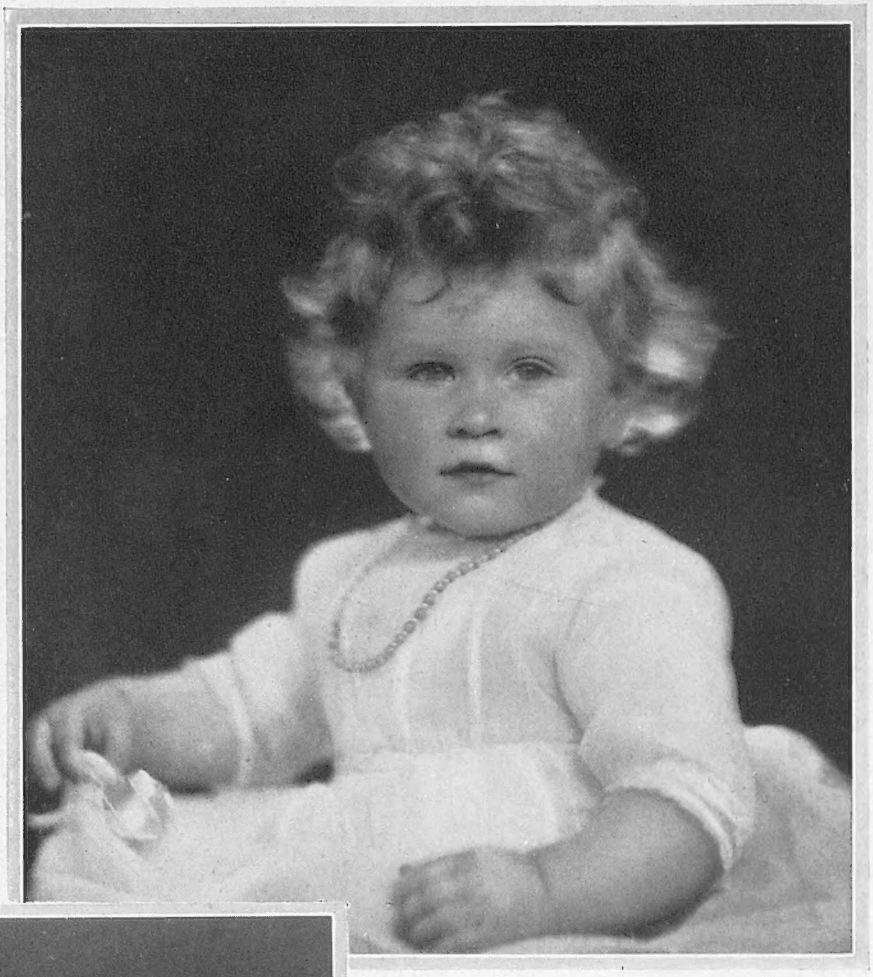
Specially drawn for "The Bystander" by H. H. Harris

FAMOUS GOLFERS CAUGHT IN THE ACT: No. 7—Mr. H. D. GILLIES

At one time this well-known amateur player was famous for the height and elaboration of his tees, to the building of which a bottle, a piece of rubber tubing and plenty of sand contributed. Nowadays, however, he contents himself with tees of less imposing proportions

Specially printed and mounted copies of this picture, signed by the artist, can be obtained on application to the Publisher at 7/6 each. Postage 6d. extra.

"O Life! How Pleasant is Thy Morning"



Photographs *Marcus Adams*

PRINCESS ELIZABETH

A charming study of Princess Elizabeth, who is two years old on Saturday next, April 21. The Duchess of York's little daughter already promises to possess in full the charming personality of her mother

MASTER JOHN RICHARD DAVID NORTON

Who is the son of the Hon. Richard and Mrs. Norton. The Hon. Richard Norton is heir to Lord Grantley, who is the fifth Baron

Topical

WITH HER REGIMENT

Princess Mary photographed with some of the officers of the Royal Scots, of which regiment she is Colonel-in-Chief. Included in the group is Viscount Lascelles

WHO, WHEN AND WHERE

BY THE BYSTANDER IN SOCIETY

A Reminiscence

On Easter Sunday the King and Queen went to evening service in St. George's Chapel at Windsor. On their way thither from the Royal Tower, the newspapers told us, they were "respectfully greeted" by hundreds of the lieges, who by the Royal kindliness had come into the precincts of the Castle to hear the bands play upon the East and West Terraces.

Good, my people, if you have never read Fanny Burney's journal you know all about her. Of her being the daughter of Dr. Burney, a Master of Music, in whose drawing-room in Leicester Square Fanny used to meet all the distinguished men of her time. Then of her leap to fame as the author of "Evelina." Queen Charlotte thought she was conferring the highest possible honour at her command when she appointed Fanny Burney, then the foremost woman writer in England, to be the "Second Keeper of the Robes." Fanny friends thought otherwise. They were right, for she had a very dull and trying time, and the perpetual standing for hours together affected her health.

But, on the other hand, her journal is an invaluable account of the Court of George III. She refers frequently to King George and Queen Charlotte walking on the Terrace at Windsor, and being "respectfully greeted" by their people, who in those times apparently had access to the Castle on other days besides Sundays. There weren't so many folk about in those times, no railways or motors to bring hundreds from London and elsewhere, so King George and Queen Charlotte took their "airing" amongst the inhabitants of Windsor. It would be impossible for the King and Queen to walk on the Terraces to-day because of the crowd, but the description of their progress from the Royal Tower to St. George's Chapel reminds one of similar descriptions by Fanny Burney a hundred and forty years ago.

A SHOPPING EXPEDITION *Topical*

Princess Mary leaving one of the fashionable shops during her visit to Cairo. She is seen with Lady Lloyd

A Double Cousinship

It is said that the Duke de Nemours, the only son of the Duke de Vendôme, is engaged to be married to an American. If this is correct it will be the first marriage between a member of the House of Orleans and an American subject.

Central Press

LUCKY THIRTEEN

Mr. R. G. Cazalet (right) and his passenger, Mr. T. Rose, who won a first prize at the flying meeting at Hadleigh, Suffolk. They flew from Lympne, arriving thirteen seconds before zero hour

Planet News

GERMANY'S PREMIER AIRWOMAN

This title has been awarded to Fräulein Marga von Etzdorf, who has recently made a number of sensational flights. She is seen here with Herr Gerhard Fieseler, the well-known German pilot

The Duke de Nemours is twenty-three, and three years ago went to Lord Rodney's ranch at Fort Saskatchewan in Alberta to learn farming. His mother is the sister of the King of the Belgians, and his father was a son of the ill-fated Duchess d'Alençon, who was burnt to death in the never-forgotten fire at the Bazar de la Charité in Paris. He takes his title from his paternal great-grandfather, one of the many sons of King Louis Philippe, who married a Saxe-Coburg relation of Queen Victoria. This gives the young Duke a second distant cousinship to King George, since his maternal great-grandfather was Queen Victoria's "beloved Uncle Leopold," the first King of the Belgians.

A MAYORAL "FLIP" *Photopress*

The Mayor of Woolwich, Councillor C. H. Langham, and the Town Clerk, Sir Arthur Bryceson, recently inspected the borough from above. They are here seen at Eltham entering the machine which took them on their flight

Economical Mothers, take Notice!

YOUR Bystander spent Easter at a pleasant country house, and on Easter Monday went with the rest of the party to the point-to-point meeting of the local hunt. Seen in the mass plus fours seem to be growing wider and wider, longer and longer. Three groups of young people standing talking struck my attention particularly. I wondered how many pairs of male legs could have been got into one leg of some of the plus fours, and how some of the girls had got

Barratt

THE LADY WINS

Miss Spooner, who won the Suffolk Handicap Race at the Suffolk Aeroplane Club's meeting at Hadleigh. She defeated a number of men competitors

into their extremely tight skirts at all. A ribald youth of my party suggested shoehorns.

However, seeing that each leg of some of the plus fours was wider and nearly twice as long as some of the skirts, it occurred to me that this present fashion presents an opportunity for economical mothers. We all know the standing grievance of younger sons—that the garments of the next elder are frequently cut down to fit them. Slightly worn plus fours of the present fashion would provide the mothers of sons and daughters with at least two skirts for the latter. Some I saw on Easter Monday at that point-to-point meeting would have provided three—and a piece over.

Wealthy Neighbours

MAIDSTONE will soon have two very wealthy new neighbours, Mr. Arthur Wilson-Filmer at Leeds Castle, and the Hon. Esmond Harmsworth at Mereworth Castle. Leeds is the more historic,

Sport and General

TAKING THE WALL

Competitors taking the first wall in the High Peak Cup Race at the High Peak Harriers Point-to-Point meeting at Flagg Moor, Derbyshire. This race was held over four miles of country well cut up by stone walls

since it is recorded that its châtelaine, refusing to give admittance to Queen Isabella, the wife of Edward II, was carried off to London and thrown into the Tower for her lack of hospitality. Mr. and Mrs. Wilson-Filmer are making extensive alterations at Leeds, which is surrounded by a moat so wide that it looks like a lake. For one thing, an entirely new drainage system has had to be put in.

Mr. Arthur Wilson-Filmer is the son of Colonel Stanley Wilson. His mother was the sister of the late Sir Robert Filmer, who was killed in the War. He left Mrs. Wilson East Sutton Place, a fine house not far from Leeds Castle, and a considerable fortune to his nephew, who took the additional name of Filmer. Three years ago Mr. Wilson-Filmer married Lord Queenborough's elder daughter, who inherited part of the large fortune left by her mother, Mrs. Almeric Paget, for many years one of the most notable of London hostesses. Mrs. Almeric Paget was an American, and her husband received his peerage of Queenborough two years after her death.

AN R.A. WINNER *I.B.*

An unusually beautiful study from the racecourse, which was taken at the Royal Artillery meeting at Sandown Park. The photograph shows Major T. H. Sebag-Montefiore's Ghent of Old, Mr. Kindersley up, winning the R.A. Ubique Handicap Steeplechase

Two Sides of the Road

FROM the road Mereworth Castle looks rather like a mausoleum, because of the high dome in its centre, but actually it is a most comfortable house. It was built some time in the eighteenth century by a Lord Falmouth, and it remained in the possession of that family until a few years ago, when it was bought by the late Lord Oranmore and Browne. You

Sport and General

AT THE OPEN DITCH

Mr. C. N. Brownhill on Drintyre taking the open ditch at Sandown Park. He won the Royal Artillery Gold Cup at the Royal Artillery meeting

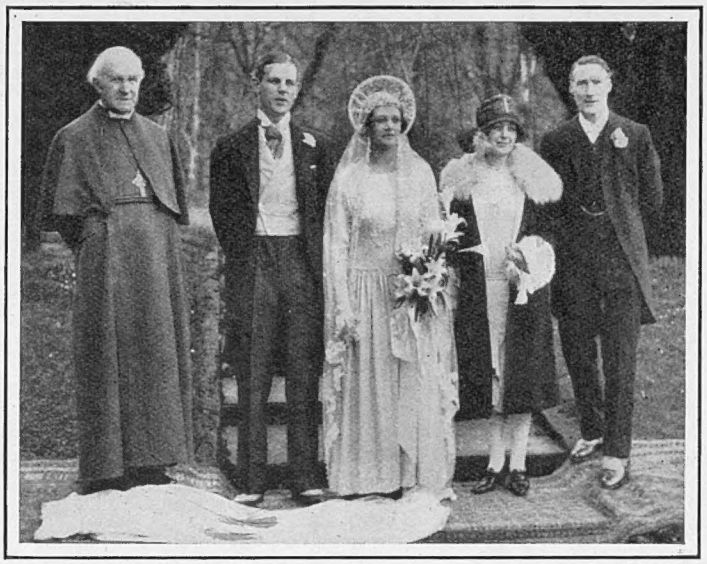
WELL OVER THE WATER *Sport and General*

Some of the field at the water jump in the Royal Artillery Past and Present Hunters Steeplechase at the Sandown Park meeting. The winner was Captain M. E. Dennis's Pippin II (owner up), seen nearest the camera

all remember the tragic motor accident last Whitsuntide, in which the late Lady Oranmore and Browne was killed outright, and from the effects of which her husband died shortly afterwards. The present Lord Oranmore and Browne has sold Mereworth to Mr. Esmond Harmsworth, Viscount Rothermere's only surviving son and heir.

Mereworth is unusual in that the castle and part of the gardens lie on one side of the high road and the rest of the gardens on the other. The explanation is that originally it was intended to build the castle on a slight eminence on the right-hand side of the road. Big entrance gates were built with a lodge at either side. Then it was decided to build the house in a more sheltered place on the left-hand side of the road. So entrance gates immediately opposite to the ones already *in situ* were put up, but only one lodge was built. The effect of the first elaborate entrance gates and two lodges is that they lead to nothing, but from the house itself you get the effect of a long vista ending in the rising ground on which it was intended to build the castle.

The charming town of Maidstone is certainly better off than most of the country towns in the matter of wealthy neighbours, for besides Mr. Wilson-Filmer and Mr. Esmond Harmsworth, Viscount Bearsted lives at The Mote, the beautiful house which his father bought when he was Sir Marcus Samuel.



L.N.A.

IN YORKSHIRE

A photograph taken after the wedding of Mr. Edward Corbet Woodall and Miss Janet Inez Crawley at Bishopthorpe. The group shows the Archbishop of York, who officiated, the bride and bridegroom, and Canon and Mrs. Stafford Crawley

An Old Custom Revived

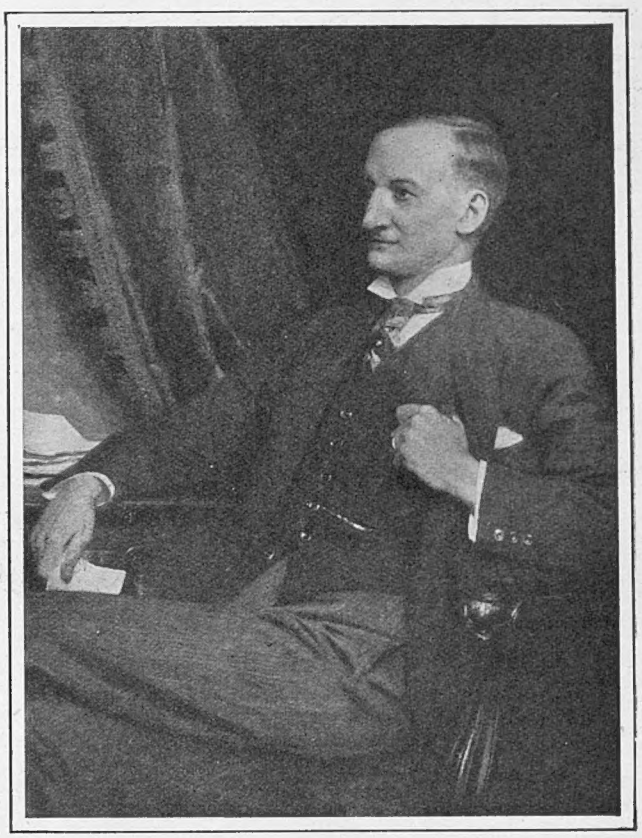
I WONDER how many years it is since a hatchment was hung above the front door of a London house to show to all and sundry who might pass by that its owner was dead? And I wonder, too, how many people nowadays know what a hatchment is?

Well, it is a large square of canvas heavily framed in black, and on the canvas is painted the coat-of-arms of the dead person. Up to about the middle of the last century these hatchments were invariably put on the fronts of the houses of the dead who had the right to bear arms, and there they remained for a year, whilst the family within was clad in deepest mourning. You will remember Thackeray's description in "Vanity Fair" of the hatchment over the door after Sir Pitt Crawley's death.

Your Bystander is no chicken, but looking back, even to his childhood's years in London, he cannot remember ever seeing a hatchment over a front door. There must be a big gap in years between the hanging out of the last hatchment and the one which now looks down on Eaton Square from the house occupied by Sophia Lady Paston-Cooper until her death recently.

Sophia Lady Paston-Cooper was the second wife of the late Sir Astley Paston-Cooper and the daughter of John Holford, a Lancashire county magnate. Sir Astley was her second husband, she having married first Colonel

MRS. WILLIAM HARRISON



MR. WILLIAM HARRISON, LL.B.

Above are seen reproductions of the two portraits painted by Sir Frank Dicksee, P.R.A., which were recently presented to Mr. and Mrs. William Harrison by the directors of the Inveresk Paper Company and Associated Companies as a tribute of their esteem. The presentation took place at a banquet given in honour of Mr. and Mrs. William Harrison at the Savoy Hotel. In addition to his many other activities, Mr. Harrison is Chairman of Illustrated Newspapers Ltd.

Ferguson, of the 2nd Life Guards.

From the point of view of heraldry, I believe that the hatchment now hanging on the front of the Eaton Square house has no justification. If I am wrong, please will some kind and more knowledgeable person correct me?

Women and Arms

My point about this hatchment is that women cannot bear arms unless they are peeresses in their own right. A husband can quarter the arms of his wife's family with his own arms, but a woman has no coat-of-arms, and has no right to use any crest except her husband's.

People don't bother about these things now—there's far too much to do, and life is so much fuller and more interesting than it used to be. But I remember when I was a child a tremendous fuss in Yorkshire. An only daughter succeeded her father in a big estate when she was what was then called an old maid. Her father's crest was on all the carriages, on the livery buttons of the footmen, coachmen and grooms, on the notepaper, and on the dinner menus.

She went on using them all for months, thinking she was within her right, and might have gone on using the crest to the end of her chapter if she hadn't fallen out with the vicar over a school-treat.

After this falling out she pounded four miles there and back every Sunday over a hilly and rutty road to the next church, followed by the village omnibus chartered to take her servants. Naturally, her own vicar was displeased. Looking back on things, I suppose he was spiteful as well, because the wealthy maiden lady received a letter from the powers that decide such things telling her she had no right to use her father's crest.

She replied that since she had no right, being a woman, to use her father's crest, she was not liable for the yearly tax of multiple guineas for using a crest on silver, carriages, livery, notepaper, etc.

The authorities replied that the use of any crest, whether rightly or wrongly held, came under the tax. Her answer was in that case she should continue to use the crest, as it would be less expensive to pay the tax than to have the crest removed from the silver, carriages, etc. Thus ended the battle that in those days of yore was of such paramount importance and interest to the people concerned in it, and also to their neighbours. As I have said before, life is too much of a rush nowadays to worry about such things.

Russell and Sons

A SERVICE WEDDING IN HAMPSHIRE

A group taken after the wedding of Lieut.-Commander G. C. Harris, R.N., and Miss R. Hewett-Brooke at Rotherwick Church. Among the brother officers serving with the bridegroom on H.M.S. Nelson who attended the wedding was His Royal Highness Prince George, who is seen in mufti in the centre of the group

AT SEMIRAMIS *British Illus.*

Some of those who have been holidaying in Egypt. The group shows Mrs. Kenneth Milne (left), Lady Black, Miss Barnet-Gow, and Miss E. Deuchar

British Illus.

IN CAIRO

Miss Harrison Wallace (left), Miss Forster, and Admiral Sir Berkeley Milne. They are seen enjoying the bright sunshine of the Near East

BYSTANDER COMMENTS

Illustrations by HOWARD K. ELCOCK

The Flying Bystander

THE BYSTANDER makes no apology for the amount of space devoted in this issue to civil aviation. Not only has flying captured the imagination of our young men and women (not least our young women); it is fast becoming an efficient mode of transport, and an arm of commerce which can in no wise be neglected. So when your Bystander promises to give you a weekly flying feature he is showing his honest determination to fly with the times.

Not So Long Ago . . .

THERE was an old character in one of Wells's earlier adventure stories—I think it was the father of the irrepressible Bert Smallways—who was wont to repeat in tones of dazed wonder: "This 'ere Progress, it keeps Going On." And flying progress keeps going on with a vengeance. Flying, as Mr. Chesterton would say, has *flown*. In point of time, it is only a few short years from Wilbur Wright to Alan Cobham. But what centuries of advancement our generation has seen!

The New Romance

ROMANCE, Kipling told us, brought up the 9.15, but we are not particularly in love with the 9.15 at present. It was rather stuffy and stodgy for a vehicle of the true romance. At its best, it had little of the subtle charm of the unexpected, which is the real heart of romantic adventure. Sooner or later (probably later) it would arrive at its spiritual home in St. Pancras or Liverpool Street, and there is something about St. Pancras (thrilling as its name may be) that unfits it as the shining goal of knightly enterprise. The 9.15 has buffers but no wings.

The Knight of To-day

FLYING gives much more than a scope for the modern worship of mechanical perfection; it gives full rein to the age-long love of adventure for its own sake that is rooted in the English boy. To-day we have chosen the airman as a hero. (He is bored to tears by our hero-worship, but we do not care.) His gay courage, his recklessness of danger, his determination to conquer the last of the elements rather in the spirit of a larking schoolboy than of a stern-eyed crusader—these things capture and hold our imagination. The spirit of the airman is three parts deathless courage and one part schoolboy cheek.

"Kind Words Can Never Die"

IT is to be hoped that no tears will be shed over the critical bricks recently heaved by George Moore, the veteran novelist, at some of his contemporaries. He said (in effect) that Hardy never wrote two consecutive lines of grammatical English, and that Conrad's works would be completely forgotten by, say, next Tuesday. Neither Hardy nor Conrad will be hurt by this cheerful nonsense, nor, for that matter, need anyone else be unduly tearful. Admitted nonsense is often quite refreshing.

A Polite Age

PRAISERS of a bygone age will probably tell you that the modern age is vulgar and brawling in the conduct of its literary or artistic quarrels. Nothing could be further from the truth, which lies in the almost diametrically opposite direction. There never was an age like the present in which controversies were carried on (as one might say)

in such strict accordance with Queensberry Rules, and this fact, to my mind, is the main reason why Mr. Moore's genial brick-throwing comes to us as rather a shock.

No Gloves . . .

It was in the good old days that quarrels were really noisy. Ruskin and Whistler shook their fists at each other in a perfectly abandoned manner. Byron attacked his critics with a pen dipped in scorching acid. And in the days of the unspeakable Curll, when Pope was the unchallenged head of polite letters, it went hard with you if you questioned for a moment that truly papal infallibility. You have only to glance over the Dunciad, in which Pope dealt faithfully with the people he disliked, to realise what mild, inoffensive fellows we are to-day.

My Pet Backwoodsman

The other day I listened to a pleasant and friendly "hate" from a man whom I like to call my Backwoodsman. He lives in the country, which (he says) is the proper place for men, horses, and dogs. Telephones, tea-pots and towns, he holds, were invented for women. But he is no narrow-minded anchorite. He comes up to London occasionally, wearing a combined air of rustic simplicity and charming truculence. Sometimes he will even be persuaded to enter a West End theatre. And then, next day, he invariably comes to me with his little "hate."

The Bathroom Complex

"The bathroom," he says, "is a very necessary adjunct to a house, but I do not consider it the ideal setting for the entire drama of the nation. Modern plays are of two kinds, portraying either (*a*) a number of people dashing about outside bathroom doors, or (*b*) a number of corpses being discovered inside. The people who write our plays are, no doubt, very clever young men, but they are quite wrong in their representation of English life as a panorama of farces on one side of a bathroom door and murders on the other. I wonder where these young gentlemen were brought up. I'll wager that not one of them ever rode a horse, or handled a gun, or held a rod, or climbed a tree in his life.

English Comedy

"That is why none of these people will ever write the perfect English comedy I am looking for. At their very best their humour is waspish and niggling, and their drama is anæmic and, somehow, mean. They never touch the heart of the real England. They could never invent a Toby Belch or a Justice Shallow or a Mr. Wardle, or even an Uncle Pumblechook. They know nothing of English green fields, or English good humour, or fresh air. It probably comes of drinking cocktails instead of honest English beer."

Alice, Where Art Thou ?

That the manuscript of "Alice in Wonderland" should ever have been in danger of leaving our shores for America is a saddening thought. In the past we have entered into wars with a purpose no more noble than the preservation of so precious a treasure. A scrap of paper? We have fought for scraps of paper before to-day. Indeed, though I am no fire-eater, I can see myself, with holy joy, girding on my sword to strike home for every page of it, with a specially doughty blow for my favourite character in fiction, The Dormouse.

A Happy Warrior

English cricket will be sadly the poorer for the loss of poor Roy Kilner. We shall all miss his cherubic, smiling face, with cap a-tilt, and the gay vigour of his batting. With his charming personality, which added a smiling chivalry to indomitable Yorkshire pluck, he was of the finest type of professional cricketer, a happy warrior in the field.

By David Wilson

WINSTON'S BUDGET BREEKS !—"SURPLUS" FOURS !

Racing Notions

By "CARBINE"

By "The Tout"

THREE IN THE CARICATURE STAKES

Mr. F. Banks is a famous figure at the "Park" meetings, without whom no gathering is really complete. Mr. B. Davis is a newcomer to racing and owns and trains the smart Dark Lantern, whilst Mr. Eric Platt, who won the Great Metropolitan at Epsom last year, looks to have a good chance of repeating the performance this year

Craven Week

This is Craven Week at Newmarket, a fixture which marks a definite stage in the flat racing campaign. Although the crowds on the Heath at this fixture are usually small compared with those which assemble at the First Spring Meeting a fortnight later, the racing is invariably of great interest. We get a smarter lot of two-year-olds in action than have been seen earlier in the season, while the three-year-olds are giving us a line to the prospects of the classic races. Comparatively few winners of the Craven Stakes (which will be run on Thursday) have gone on to carry off the Derby. All the same, the race usually affords trainers a valuable line to their chances in the Guineas as well as in the Derby.

Fairway Reappears Again

Among the entries this week is Fairway. I assume that this colt, having been accepted with, will carry Lord Derby's colours, though he has been rather under a cloud since Frank Butters began to train him this year. He was thrown back by one or two stoppages in his work, but it is expected that he will be fit enough to do himself full justice in the Two Thousand. Pharamond is an excellent second string for Lord Derby in the classic events. You will recall how he carried off the Middle Park Stakes when running for that race as a substitute for Fairway, who was recovering from a bit of leg trouble at the time. I am told that Pharamond has done extremely well during the winter, and is now a very elegant specimen of the stock of Phalaris. In appearance he resembles the best of that sire's offspring much more closely than Fairway does, the latter being rather higher on the leg and of narrower girth than is usually the case with the best sons of Phalaris.

Manton's Hope

One of the most promising three-year-olds in the entry of the Craven Stakes is Scatter, with whom Lord Astor is to make another attempt to win the Derby, in which this owner has had rather a vexatious record. We saw Scatter in public only once last season, and he was so backward then that the Manton people were agreeably surprised by the excellent account he gave of himself. He will race this season with the important advantage of having had an extremely easy time as a two-year-old. He is a good-looking son of Hurry On, and it is by no means impossible that he will win yet another Derby for that wonderful sire. If you look through the modern history of the Craven Stakes you will find that the Manton stable has usually had one or more formidable competitors for the race and has won it on a number of occasions. I believe **Scatter** will prove another good representative of the Manton interests in this event, and, in spite of the fact that the acceptance includes colts of appreciably higher reputation, I make him my each way selection for the race. Another event on the same afternoon which may have some bearing on classic prospects is the Wood Ditton Stakes, which should be won by **Parwiz,** if the Aga Khan's colt has developed in the right way. He certainly displayed great promise when, as a green youngster, he ran Pharamond to a head in the Middle Park Stakes.

At Lingfield

From Newmarket we can go on either to Lingfield or Derby. A most attractive programme has been arranged at the Southern fixture. The Spring Stakes on Friday looks like producing a field of genuine quality. It may be won by **Sunny Trace.** On the following day we have the Lingfield Handicap, a mile race whose acceptors include the Lincolnshire winner, Dark Warrior, and the Cambridgeshire dead-heater, Medal. Lower in the handicap come some particularly smart milers. **Blue Boy** has an excellent chance of winning on his best form last season. It will be unusual to be racing at Epsom on Monday of next week. This time the Spring Meeting extends over three afternoons, the extra day having been allotted to the Epsom people as a fitting reward for the great expense to which they have been put in building their new stands. Monday's programme is well filled with interesting races, and it is to be hoped that the financial returns will prove satisfactory to the executive.

The Great "Met"

On the second day comes the Great Metropolitan Stakes, always one of the most picturesque long-distance races of the season. I shall not be surprised to see Kinnaird repeat the success he gained in this event twelve months ago. While it is true that he has more weight to carry this time, it should not be forgotten that the handicap has been raised all round since it was originally framed. The course is likely to suit Bamboula, who showed his liking for a sharp track by finishing second in the Chester Cup last year. I do not know in what form this horse is at the present time, but it is certain that **Kinnaird** will be in first-rate condition after his hurdling. I shall make Mr. Eric Platt's horse my choice, taking Bamboula as a second string.

A 'Chasing Day at Wincanton

British Illus.

MRS. HUMPHREY, MRS. ANTHONY, MR. JACK ANTHONY, THE HON. MRS. BARRETT, AND COLONEL ANTHONY

Sport and General

LADY MARY ASHLEY-COOPER AND THE HON. DAVID HERBERT

CAPTAIN AND LADY SYBIL PHIPPS

Photographs

THE HON. MR. AND MRS. EDWARD PORTMAN

Bright sunshine favoured the Wincanton Steeplechases, which were held recently at Kingwell, Wincanton, Somerset. They were well attended, and there was some good jumping

Sport and General

LORD DIGBY AND MRS. PHIPPS HORNBY

VARSITY NOTES

OXFORD

ONLY a few weeks have passed since I last took up my pen, and yet within them we have managed to sink a few points lower in journalistic esteem. There was the golf, wasn't there? A Marengo the wrong way round from our point of view; but such famous victories are none the worse for having a new twist given to them. It is true that Cambridge gave us a fairly sharp and unexpected twist—the sort of one that would be in bad taste at a genteel *vingt-et-un* party—but, contrary to the general opinion, we are the last people to resent a little roughness. As a matter of fact we had no opportunity to make this plain as regards the boat race, for there was very little roughness about it. It was accomplished with the minimum of heat, fuss and excitement. And it showed us how different from the conventional conception of a boat race it is possible to be. Our jaded modern civilisation should welcome these novel interpretations of old events. Shakespeare in modern clothes doesn't give nearly such a new sensation as the boat race of 1928.

By Jock

M. J. TURNBULL
The President of the famous Hawks Club at Cambridge

At the very time of rowing Oxford was given over to a Congress of the N.U.S. This is the National Union of Students. And from all the other universities of the land the students came to write their names on college walls and put undergraduates to shame by their deeper knowledge of Oxford history. Ever-hospitable Balliol had offered itself to be the headquarters of the Congress, and billetings went on even in New College. Sir Oliver Lodge and John Galsworthy both delivered speeches. The Union Hall was commandeered for a "Parliament of Youth," with Aubrey Herbert as Prime Minister. The ladies, however, were relieved to see that Aubrey had not stooped to make up or to dress like the other Prime Minister at Chequers.

The O.U.D.S. also came up to scratch with a performance of one-act plays. Personally, I think they even came up to +4, but perhaps Cambridge will now reserve the right to pronounce on anything connected with the royal and ancient game. The plays performed were certainly not ancient, but one of them, *King's Evidence*, might be considered royal, in that it dealt with the adventures of a Ruritanian King. His Majesty was played by Peter Fleming, the President, and the highly disagreeable revolutionary officer by Gerry Coke, the secretary of the Chatham Club! JINGO.

By Mac

THE CAMBRIDGE UNION
R. E. Stevenson, the President of the Cambridge Union. He comes down this term

CAMBRIDGE

OF all the rich and stimulating contributions which appear in this paper from my pen it is only the Notes, for the first issue of term, that bring me real pleasure in composition. The later ones are composed in my simple university lodging, poor but clean, amid all hubbub, hurly-burly, and brouhaha that goes to make life at our great University so exhilarating for the young. But the first Cambridge Notes (always the signal for a new term) are written in other and happier circumstances, for the University whirl is not then begun, and my clarion-call rings out from Bath or Biarritz, Cannes or Clacton-on-Sea (Essex), or whichever of those exclusive little resorts whither it has pleased Providence to call me for my vacation.

I write at this moment in a *wagon-restaurant*, punctuating the inspiration of my bashful Muse with a sip or two of Cointreau. We pass Amiens. I have turned my back on the vacation, every sip brings me nearer to Cambridge. Off with the motley! Enter the aspidistra, the proctor, the landlady, and the Backs, and the merry daily round of our English university life.

The Easter vacation is a very peculiar time. All the world sets out to work. Bones goes to Grenoble with a reading party, Bumble chooses a part of Wales so dreary that work in it may be a relief, Boffin stays at home because it is rather quiet there and his mother says he works so well at home.

But no one ever really *does* work in the Easter vacation. Bones gets stuck in Paris on the way, Bumble is beaten by Wales in a week, and Boffin is only just rather bored with his family. On the other hand, nobody, of course, ever admits that he hasn't worked: that would be the gravest breach of good manners. Though it is a social convention to say that you will work in the Easter vacation, and human nature that you don't do anything of the sort, it is merely a traditional fiction when you assure everybody else with much emphasis that you have.

I have now arrived at Calais, having with some difficulty and much bad French kept myself in the *wagon-restaurant* so far. A swift vessel waits to take me to Dover, whence a train to Cambridge. Full term begins on Friday. England, home and beauty, and back to the dear old Campus. Three cheers, chaps, for the Varsity. RAB.

"WINGS"

A Film Epic of Aerial Warfare at the Carlton Theatre

AFTER THE CRASH

French infantrymen examining a German aeroplane which has been brought down behind the line. It was piloted by an escaping flying officer of the Allies

THE HEROINE

Miss Clara Bow, who plays lead in "Wings." The fact that she appears in uniform justifies her presence near the scene of operations

"Wings," the American film which is proving such a success at the Carlton Theatre, in Haymarket, is one of the finest war films yet produced. It shows in vivid and realistic style the different phases of aerial fighting which played so large a part in the Great War

THE ABOMINATION OF DESOLATION

A very graphic picture of stark destruction. An Allied 'plane has just been brought down over No Man's Land and lies a crumpled, burning mass on the wire over which no rescue party may venture till nightfall

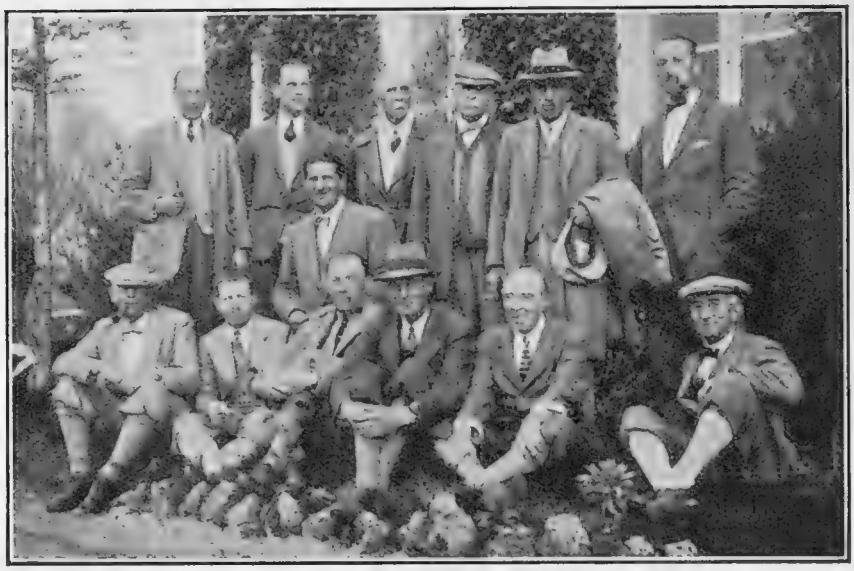
The Riviera Week by Week

By DOUGLAS W. THORBURN

THE week preceding Easter was delightfully fine, with a shade temperature hovering generally round the seventies at noon, and it was all the more disappointing that the holiday week-end itself should have turned out showery and unsettled. The Fête Nautique du Printemps at Cannes, which comprised swimming competitions for men, women, and children, exhibitions of diving and life-saving, international games of volley-ball, basket-ball, and push-ball in the sea—which in these parts are called international because it sounds better, and because they really are very cosmopolitan—and races for canoes and small motor-boats had to be postponed for a few days. The Provençal Fête in the quaint old town of Vence took place on Easter Sunday, however, as planned, though threatening clouds gave rise to much apprehension. We had two days of thrills at Cap d'Antibes, where motor cycles and cars raced on a road circuit that called for the most skilful driving, but showers put a temporary stop to the tennis tournament at the Bristol at Beaulieu. Fortunately, Monday was fine, and the Battle of Flowers for the children at Nice and a similar event at Roquebrune-Cap-Martin were entirely successful.

PRINCE and Princess Arthur of Connaught are staying at the Beau-Site Hotel at Cannes, mixing in quite an informal way with the other guests and taking their meals in the ordinary restaurant, while Princess Arthur dances with friends most evenings after dinner in the large lounge hall which is a feature of this noted hotel. Their first visit on arrival was, of course, to the Duke of Connaught at Cap Ferrat, where they went for luncheon and spent the afternoon.

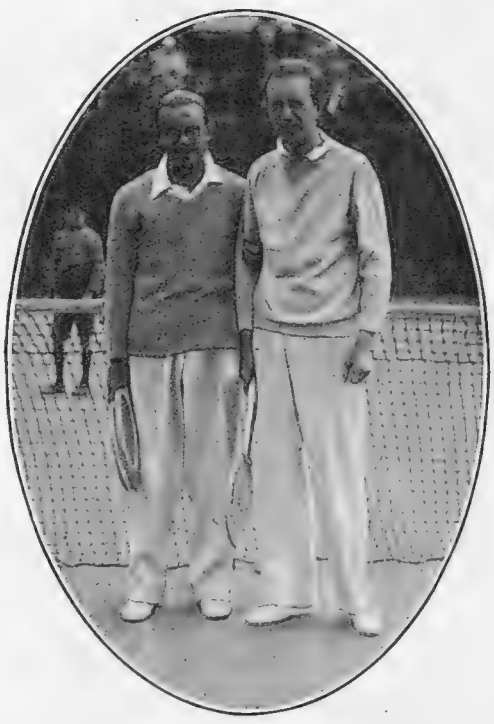
MANY yachts are here, as usual, including that fine old craft the *Sunbeam*, which was once the property of the late Lord Brassey, and is now owned by another veteran sailor, Sir Walter Runciman, who brought a party of young friends round with him from Gibraltar. The yacht dates back to 1874, and her owner to 1847, and both appear to be in excellent form and ready for many another ocean cruise. Sir Richard Cooper is here with the *Cala-Mara*, and Mr. Urban Broughton's 1,400-ton *Sapphire* is the largest of the pleasure craft now in the harbour.



A RIVIERA GOLF ENCOUNTER *R. E. Coleman*

A photograph of the teams representing Monte Carlo and Menton in their recent match at Sospel Golf Club. The group includes Paymaster-Rear-Admiral Sir Hamnet Share, Capt. Ames, Capt. George Wilder, Count De Bourbel, Mr. Dawson, Sir Edward Samuel, Messrs. G. E. Hoghton, D. H. Coghlan, F. Wottman, Tatham, and Philip

THE whole Riviera was pleased to see a considerable section of our Mediterranean Fleet steaming along the horizon on Easter Sunday afternoon, for the presence of so many naval officers and men stirs things up in splendid style all along the coast. The largest division came to anchor in the bay of Golfe-Juan, throwing that little fishing village into a pleasant state of hustle, confusion, and taxi-cabs. It consisted of the *Warspite*, under Vice-Admiral Kelly, with the *Ramillies* and nine destroyers. The *Queen Elizabeth*, flying the flag of Rear-Admiral Tomkinson, took up her quarters at Villefranche, while the third section, comprising the *Coventry*, under Rear-Admiral the Hon. Herbert Meade, with eight destroyers, is now stationed for a short time at St. Raphael. Visitors flocked from all parts to see the ships, and the illuminations at night were a splendid spectacle which made one regret that they had not been able to arrive earlier to take part in some of our recent naval festivals.



TENNIS AT SAN REMO *G.P.U.*

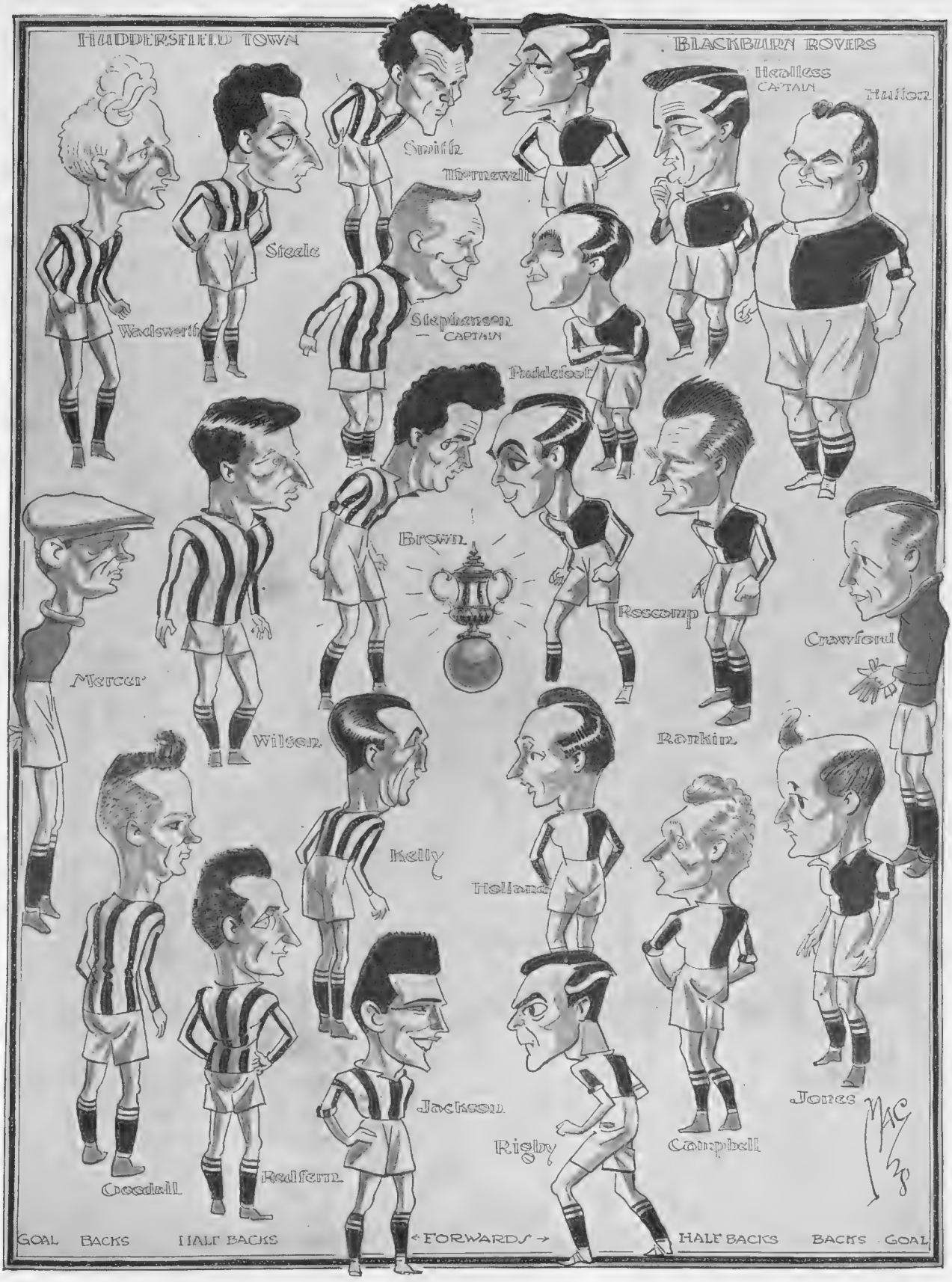
The finalists in the Men's Singles at the recent International Tennis Tournament at San Remo. Gaslini (Italy) and Louis (Denmark)

THE directors of the Casino at Cannes, influenced, no doubt, by the fact that their associated enterprises at Deauville were to be opened at Easter, are beginning to indicate that our season is drawing to a close, which does not particularly please the local tradespeople or residents, who appreciate more than ever these longer Spring days. They have just held the last of the classical concerts, and the large orchestra, under the leadership of Mr. Spaanderman, has been extremely good.

THE La Festa Country Club is going strong, as might have been expected, while I understand that a new golf course is to be laid out on land lying along the Middle Corniche Road, not far from Eze. This will be a most welcome addition to our golfing facilities at this end of the Riviera, for the existing courses are not nearly large enough or numerous enough for all those who come out to play each winter. It would be most accessible from Monte Carlo or Nice.

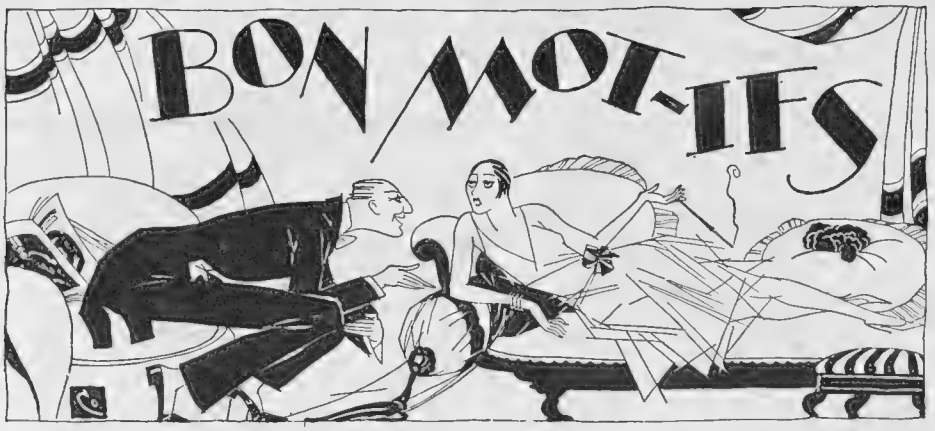
THE large park and the famous bathing pool among the rocks, which are special features of the Grand Hôtel du Cap D'Antibes, are now beginning to resume their customary summer activities, although they are highly appreciated all the year round for their beauty and their comparative privacy and quiet.

Soccer Stars at Wembley



BY MAC

Our artist's impression of the gentlemen who will take part in the *pièce de résistance* of the Soccer season. This year's Cup Final at Wembley, on Saturday, April 21, should attract a record gate, and the two teams are here seen lined up in their actual playing positions



By HARTLEY CARRICK

In the sphere of Art, Mr. George Moore prophesies that women will never be able to compete with men. Mr. George must not, of course, be confused in his predictions with "Old Moore."

. . . . . .

A Russian newspaper declares that between the late Romanoff despotism and the Bolshevik system there is a great gulf fixed. Is this statement ironical or merely Czar-chasm?

. . . . . .

This issue of The Bystander is unique amongst its contemporaries. It actually contains no reference to Mr. Edgar Wallace.

. . . . . .

A Peckham operatic society is going to give a recital of old English songs. We trust they will not omit "Comin' through the *Rye*."

. . .

There were two old ladies of Aldwych,
And one was renowned as a bald witch,
The other was known
As "Old Skin and Bone,"
But I cannot recall which was called which!

. . .

"I can remember in 1914 when all our patriotic theatrical managers declared they would never again stage a German play."

"My dear chap, don't be ridiculous: they had to say something to fill their theatres. Besides, *there was a war on then!*

Jones *secundus*, asked to construct a sentence containing the words "Balaam's ass," wrote, "Father went out with a lot of friends, and mother, like an ass, went to bail 'em out!"

. . . . . .

I said to a flapper, who's canny,
"Re lovers, have you any, Annie?"
With a toss of her head,
She derisively said,
"No, I find they are too Don Juan-y!"

. . . . . .

A writer to the Press complains that he cannot sleep owing to the noise occasioned by defective tram-lines. Let him wait till he gets them "re-laid" on the wireless.

A PROHIBITIVE PRICE By Puys

Film Star: "They offered me 500,000 dollars to stay in America"

His Partner: "Who offered, America or England?"

Whatever may be the fate of the Revised Version of the marriage service, it is certain that the bride's promise to obey will be in "obeyance!"

. . . . . .

Inconsequences

(A duologue heard between two lunatics)

First Luny: "Well, old man, what's going to win the Derby?"

Second Luny: "I can only say that if you drink *crême de menthe* with oysters there is bound to be trouble with the miners."

First Luny: "If it comes to that, is it true your wife has twins?"

Second Luny: "Not unless you change twice at Baker Street."

First Luny: "I've just heard that the cricket season has started."

Second Luny: "Very likely; but how can the fact that plants can feel affect the Income Tax?"

First Luny: "Now, is it true that, because the Strand is up, we shall get rain?"

Second Luny: Certainly, Mr. Baldwin and musical comedy have no connection with tennis-elbow."

First Luny: "Well, so long."

Second Luny: "Very true; London is a large city!"

. . . . . .

From a Daily Paper:—"Another rate poison week is shortly to be inaugurated." Heavens! We haven't settled yet for our last quarter's instalment!

. . .

One hundred and forty-five Conservative M.P.s refused to vote on the Flappers' Vote Bill. We should never have thought there were so many abstainers in the House.

. . .

There is to be no seating accommodation for the "gods" in the latest new theatre. Yet we doubt whether the fact will deter some of the actors from playing to the gallery.

. . .

Again we read that most first-class tennis players are teetotallers. Yet many of them have suffered from lifting their tennis-elbows.

"Getting to the Bottom of It!"

BY WILMOT LUNT

"I wonder what has become of all the fine fish we used to find here?"

A "Fair" Charmer

Hal Phiffe

MISS JOAN BOURDELLE

Who has achieved the feat of giving a very faithful representation of Lorelei Lee, the Blonde whom Gentlemen Preferred, in Anita Loos's amusing play at the Prince of Wales's. "Gentlemen Prefer Blondes" gives Lorelei and her caustic-tongued comrade-in-arms, Dorothy, ample opportunities of expounding the gentle art of "gold-digging" among the fat-pursed—and fat-headed!

SEVEN SEDUCTIVE STREETS

By DELL LEIGH *Illustrations by NUNNEY*

No. IV—MODES OF MEN

"The old hat shop, looking exactly the same to-day as it did a hundred years ago"

A couple of sentries are on duty always at the lower end of this street and two policemen at the top. The former stand mutely vigilant at the Palace gates, ineffectual but decorative. The latter confer privily in a little boxed-in place where one of them works an electric traffic control. Both types seem to portray more clearly than anything else the whole story of historic St. James's Street. Where the policeman's box stands to-day there used to be a flight of rough wooden steps, about the steepness and slippery nature of which Sedan-chair carriers used to grumble horribly as they carried their masters up them to Piccadilly. But the street was there in 1670—Long Street men called it then—and nobody bothered about clearing these steps away until 1764, when the gentlemen of the town began to find them a cursed nuisance late at night, after the club, don't you know.

The street sowed its wild oats lavishly in its youth. All the fops and beaux of the town idled here, because it was so handy to the Court of St. James's at the foot of the hill. The quiet half-crown rubber of bridge is played behind some of these walls this evening: but they have known more hectic hours than these. For when the London man is definitely and deliberately idle he must have a club to be idle in: a place where he can stand about with his hands in his pockets and look intelligently vapid. The cult of the club began here in the Chocolate Houses: places where men used to stand about and sip the hot cups and talk and chaff—and bet.

White's, for example, established about 1698, was originally a chocolate house. And betting here became a mania among the changing modes of its men: the sort of betting that would stagger the most hardened of our punters to-day. They stood about looking for something to bet upon. And one day a man passing the windows fell down insensible upon the pavement. The equivalent language no doubt to "this is an extremely good egg" passed from mouth to mouth, and they sent the hall porter out to fetch the body in. Members collected at once about the prostrate form for the sole purpose of betting whether he was dead or not. Someone who had laid odds against death and wanted the money badly, sent for a doctor "to bleed the fellow"; whereupon the affirmatives of death were very incensed and protested vehemently against such unwarrantable officiousness. Meantime the victim of circumstances lay inert on the hall floor. One cannot help conjecturing whether this matter ever came before the notice of the Committee; and what, if anything, they did about it? When the building was burned down in 1733 Hogarth, in his "Rake's Progress," depicted the members as intent on their cards, though flames were bursting through the windows. And Brook's, on the opposite side of the street from White's, beginning life under the name of Almack's, was the resort of the heaviest gamblers of those days: where play was for "rouleaux" of £50 each, and there was usually £10,000 in specie on the table. No wonder that the little tunnel of a passage tucked away at the end of St. James's Place was a dangerous way home for the clubman of those nights. The notices at each end of it to-day that "These gates are closed at 6.45 p.m." show that the present generation is not allowed to take the risks that its ancestors did, whether or not a possible rough and tumble would be welcomed.

It is because all manner of men have contributed to the vivid personality of this street that it remains to-day a seductive place to wander in thoughtfully. How engrossing it would be, for instance, if one could only see that row of low-built shops standing before the Thatched House Tavern—where the highbrows of their day used to congregate—in one of which Rowland, the hairdresser, made a fortune with his Macassar hair oil. And it was here, just outside this post office at the foot of the hill, where men are now sending wires to their bookies, that the Duke of Ormonde was dragged out of his coach in 1670 by the notorious Colonel Blood. Blood made a mess of that business: for having got the duke up on horseback behind one of his men, taking him to Tyburn (the Marble Arch) to hang him, the duke unhorsed his guard outside Devonshire House, and in the *mêlée* that followed his servants appeared and rescued him. And here M'Lean, the famous highwayman, lodged opposite White's, coming and going in the full glare of pedestrian publicity—a stout fellow. And there is Boodle's, the club they used to call the

"Savoir Vivre," and not without good reason. And there the old hat shop, looking exactly the same to-day as it did a hundred years ago: owned once by a man who, gossip has it, died making a most graceful gesture to his patrons. For when his will was read his heirs heard to their stupefaction that the accounts of such gentlemen who had been on his books for a certain number of years were to be written off as paid. One cannot but commend this to the attention of certain people some of us know whose letters reach us beginning with the word "Unless" . . .

It is to the windows of St. James's Street, club windows and shop, that one turns instinctively in passing. Indeed, it is a liberal education to stroll down the hill about three o'clock in the afternoon and stare, rudely, I admit, but quite irresistibly, in at some of these low bow windows of the fastnesses of good form. For here is a gentleman to whom absolute correctitude of demeanour has been a fetish for the last sixty years or more: he has thought of little else. And yet here he is, deep down in the russet brown leather armchair, mouth slightly open, face four square to the world, eyes closed. Does he *know* that he looks like this? Of course not; he might have a stroke if he did. And there, two others, with the little coffee cups and the even smaller glasses and the plated cigar clipper and the burnished copper ash-tray lying between them. They are leaning well back, reminiscing after lunch: the one waiting with adroitly suppressed impatience for the other to pause in order that he may reminisce some more himself. And here one, pipe in mouth, at one of those beautifully appointed little writing tables in another club window, he is quite obviously writing to a son at Eton: "it is only a month since I sent you the last tenner: I cannot for the life of me think what you do with your money: in my day . . ."

"The shops seem to cater almost exclusively for the modes and moods of men"

The shops seem to cater almost exclusively for the modes and moods of men, not for women: for this has always been primarily a man's street. And the shop windows depict clearly and instantly the type of man they serve, and have been exclusively serving since their great-grandfathers started the businesses. The fishing tackle shop, where an ardent angler can feast his eyes upon the "Dusty Miller," the "Blue Dun Whirling," the "Sedge Silver," and a hundred other flies. The gunsmith: the harness maker, with someone's racing colours lying on pigskin-covered canes. The shop wherein the banal umbrella question has been raised to a fine art: the shop for small safes and smaller cash boxes: the discreet tailor who hides himself behind frosted glass on which one word, but that world-famous, is painted it would seem diffidently. The hosier and shirtmaker whose featureless stock in trade still stamps the wearer instantly as the complete sahib ("bit out of date, don't you know, but thoroughly sound all the same"). The terrifically expensive bootmaker whose leather lasts "for donkey's years": who still makes lace-up *boots* for men to whom the slightly brogued shoe and the silk sock are anathema ("dammit, I always *have* worn boots, my good man, and I always intend to").

Yet, lying immediately behind these shops of staid dignity, wherein customers don't bother much about the price of things, because they have never had to, there is a narrow alley containing shops wherein every three-ha'porth of purchase counts, and counts to the extent of three whole ha'pennies. Wherein the public house (the club of the alleyites) warns the world that "no drinking is allowed outside these premises": where ladies can have their hair shingled for one shilling: where men can buy boots for twenty-one shillings: and where both men and women can buy *The Marriage Mail* for ninepence, if they are interested at all in that line of country. And it is just this little narrow court that seems to complete the seduction St. James's Street practises upon you. For the serving men and horsemen and valets and Sedan-chair carriers and chauffeurs have trodden this narrow little pavement over the years, as they waited in attendance on their master's moods round the corner. And you can well imagine the gossip and the crude scandal and the coarse jest at the expense of the plutocrat that have been bandied about this passage tucked away in the background of the great highway—of which it is, and always was, no doubt, an integral feature—whatever the aristocratic street may pretend proudly to the contrary. D. L.

"You don't look fit, old chap. What's the matter?"

"We've had burglars breaking in; I've got a breaking out; my wife's breaking down; and the children have broken up!"

In the Spotlight

Janet Jevons

MISS KATHLEEN O'REGAN

Shows that her taste in pyjamas and Pekingese is impeccable. She is playing the lead in "Baby Cyclone," the farce with an unusually strong cast which was produced at the Lyric last week

LONDON NIGHTS' ENTERTAINMENTS

Produced March 6, 1928

By "JINGLE"

Illustrations by MACMICHAEL

BY a playful and ingenious fiction the Queen's Theatre has become for the moment United States territory. It is the Supreme Court of the State of New York. The attendants who examine your tickets are American "cops," and the girls who show you to your seats are uniformed policewomen of the enlightened New York State. There is no question of a curtain or any frivolity of that sort. The stage, open to view all the while, is set as a presumably accurate representation of the Supreme Court, with the auditorium as the jury-box. Before the play is timed to begin people wander about the stage or stand chatting in groups. Everything possible is done to convey the impression that we are not in a theatre at all, but in a Court of Law.

BUT—silence in Court! The Judge enters, robed very soberly in a dingy kind of overall, and the Court rises to salute His Honour. The session is opened with the traditional "Oyez, oyez!"—a foreign importation that must have escaped the range of Big Bill's "snoot"; and then District Attorney Galway rises to address the jury—that is, the audience empanelled as such for the time being. The facts are quite simple, and the inference to be drawn from them is obvious. Mr. Rice, the great multi-millionaire, was found in the apartments of his mistress, Mary Dugan, fatally stabbed, and the prisoner Dugan is charged with the murder accordingly. It is true that the Dugan woman says she did not murder the man, but we need not take any notice of that. Everybody knows she must have done it, and the few witnesses to be called will merely confirm that unavoidable conclusion. The witnesses appear accordingly, and some of them are in due course cross-examined by Attorney Edward West, appearing for the defence.

AT this point the proceedings are interrupted by Jimmy Dugan, brother of the accused, who dashes noisily upon the scene. (Sensation in Court.) Having embraced his sister with true brotherly affection, he rises to make a protest. He is himself an Attorney, and is dissatisfied with the way the defence is being conducted. Mrs. Rice,

"FOR THE DEFENCE"

Edward West (Edwin Stanley) offers conventional sympathy to Mary Dugan (Genevieve Tobin). Her "little brother," however, is shortly to cause Mr. West some uneasiness

the widow of the murdered man, has given evidence for the State to the disadvantage of the accused, and the Attorney for the defence has intimated that he does not propose to cross-examine so vital a witness. Jimmy appeals to the Court to be allowed to take up his sister's defence, and, with the concurrence of the accused, the Court agrees. But Mrs. Rice, from her seat on the witness-stand, does not like the change at all. As soon as Jimmy's cross-examination begins she complains of faintness and has to be sent home. Clearly there is something suspicious here, and we begin to wonder if Jimmy knows anything.

JIMMY'S next move is the very hazardous one of putting his accused sister on the witness-stand, and little by little a sad and sordid story is wrung from her fair young lips. At the age of sixteen she sold herself to a wealthy man so that she might get money for the education of her younger brother, who is now defending her in open Court. On four distinct occasions she procured money by the same means and for the same sweetly altruistic

brings out the startling fact that the wound must have been caused by a powerful person who was left-handed. Mary is neither powerful nor left-handed. Thus we begin to form a clear idea that Mary will get off after all. I could say more, but, as the case is still *sub judice*, it would hardly be correct to do so.

reason. Attorney Galway tries to discredit her evidence and to show that Mary is just a professional liar. As a final insult he cruelly suggests that Mary probably recruited her paramours from the public highway—a charge she indignantly and tearfully denies. Ladies of her kind are naturally jealous of the social distinction that separates the salaried official from the casual labourer.

THE Court adjourns, thus providing what in less select environments would be called an *entr'acte*. During the adjournment Jimmy proves himself to be a very live man. Why would not Mrs. Rice submit to his cross-examination? He disbelieves her tale of indisposition as thoroughly as he believes in his sister's innocence. He therefore promptly engages a private detective to follow the lady as she leaves the Court, and learns that she at once proceeded to a steamship office and took a ticket for Europe by a liner sailing that same night. Yet when Mrs. Rice is ultimately brought back to the witness-stand she declares on oath that after leaving the Court she went straight home and stayed there. Something very suspicious about this, don't you think?

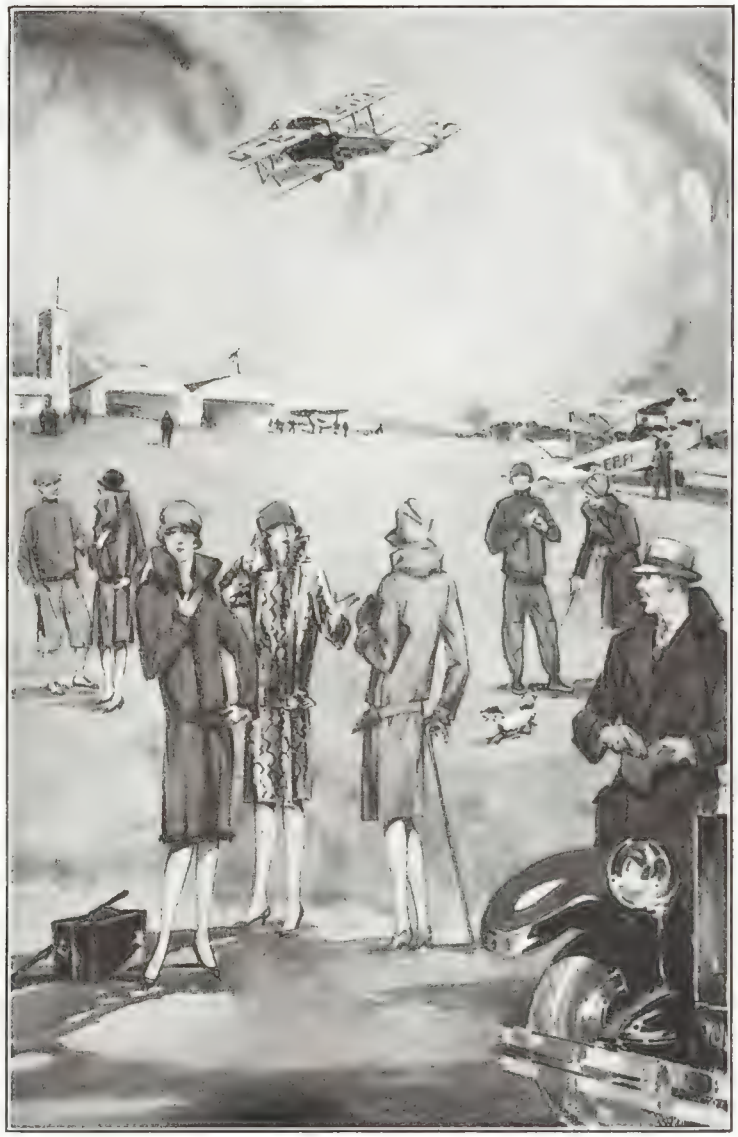
IN the last Act the crime is reconstituted with extraordinary detail. It seems that the late Mr. Rice was a very difficult customer for his tailor to please. The tailor therefore had a dummy made in Mr. Rice's exact proportions. The dummy is produced in Court, and the doctor who certified the cause of death is then requested to indicate upon its surface the precise course of the murderer's blade as it travelled from the left shoulder to the heart. This apparently inconsequential proceeding

MR. MORGAN FARLEY as Jimmy Dugan is, of course, the star. His initial apology for his youth and inexperience makes his deadly efficiency at the last all the more fascinating. Miss Genevieve Tobin as the unhappy Mary gives a performance of admirable restraint, and the humours of the witness-stand are very rich. The entertainment combines, perhaps, a good deal of the side-show with legitimate drama, but, even so, it is of absorbing interest.

JINGLE.

A BROTHER AND SISTER ACT

Jimmy Dugan (Morgan Farley), the ewe lamb of the court, endeavours to get the truth, and nothing but the truth, from his sister, Mary Dugan (Genevieve Tobin), after her browbeating by District Attorney Galway (Elwood F. Bostwick). Judge Nash (Thomas E. Shea) maintains the expression of stern impartiality prevalent among judges



The new vogue for all sports, travel and fashion wear - -

"Gazelda" Suede and De-luxe Grain Leathers

COMING fashion is setting strongly towards "Gazelda" suède and fine grain leather garments. Aristocrats the world over are adopting them with enthusiasm for sports, travel, and normal fashion wear.

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Hay Wrightson

LADY HEATH

Who is better known in flying circles as Mrs. Elliott Lynn. She has won a very big reputation as a skilful and intrepid airwoman, and is one of the leading lights of civil aviation

THE COUNTRY CLUB

The rapidly increasing popularity of civil aviation is reflected in the number of flying clubs that are springing up all over the country. club the Hampshire Flying Club, for instance, the authorities are at work building the charming verandah, seen above, on to the existing clubhou flights. Situated at Hamble, near Southampton, the club is the second largest in the cou

SPECIALLY PAINTED AT HAMILL BY HOWARD K. FLOCK

UB OF THE FUTURE

y—clubs in which the social amenities count quite as much as they do at such places as Ranelagh, Hurlingham and Roehampton. At clubhouse, which will look across gay flower-beds to the flying ground, and which will prove a delightful spot for tea and chatter between he country, numbering a membership which is closely approaching the four hundred mark

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INEXPENSIVE IN FIRST COST AND UPKEEP : VERY EASY TO FLY & AS SIMPLE TO LOOK AFTER AS A LIGHT CAR

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BY AIR VICE-MARSHAL SIR W. SEFTON BRANCKER, K.C.B., A.F.C.

DIRECTOR OF CIVIL AVIATION

GREAT BRITAIN has always been in the front rank in sporting aviation. Before the war, when a considerable amount of danger was associated with flying, our air race meetings at Brooklands and Hendon were unrivalled in variety and in the keenness of the competitors. The Aerial Derby around London became one of the classic races of the world, and we were one of the first winners of the now world-famed Schneider Cup.

Immediately after the war, air racing sprang back into existence with great vigour in this country. The Aerial Derby Handicap was instituted in 1920—a team race between Oxford and Cambridge took place—and numerous race meetings were organised under the auspices of the Royal Aero Club. In 1922 we again won the Schneider Cup from the Italians. In 1922 also His Majesty the King graciously consented to present a cup annually for a race calculated to popularise aviation and to give every private owner a chance of winning. This race is known as the "King's Cup," and has been an unqualified success. Its conditions have varied from year to year, but have always involved long cross-country flights covering one or two whole days, and it has always attracted between twenty and thirty starters.

During 1922 a very important development started. Germany, crippled by treaty obligations and financial difficulties, reverted to flying on engineless gliders as a cheap form of aerial sport and attained some striking successes which called attention to the great possibilities of the light aeroplane.

Both France and Great Britain took up the cudgels and organised glider meetings. In this country an international gliding competition took place, which was won by a Frenchman with 3 hours and 20 minutes in the air; this created a world's record.

At first it was hoped by improvement of design to be able to fly considerable distances on gliders, but as experience was gained, it became evident that a power unit must be provided if serious use was to be made of the light aeroplane. This led to the installation of motor cycle engines in small aeroplanes, a step in progress which had immediate success from the sporting point of view.

In 1923 a substantial prize was offered for the longest distance flown on one gallon of petrol. Two light aeroplanes accomplished the remarkable feat of covering 87½ miles with this allowance of fuel.

This competition established the value and extreme economy of the light aeroplane as a sporting and touring vehicle, but disclosed the fact that more power was necessary in the interests of safety and reliability.

The immediate result was the rapid development of several special light aeroplane engines, and in 1924 another competition was held for two-seaters with engines of a certain limited cubic capacity. This competition was a very great success, and proved beyond argument that the light aeroplane had come as a safe, cheap, and pleasant means of travelling and racing.

The most important outcome of the meeting was a decision by Government to assist financially the development of a number of light aeroplane clubs in this country. It was realised that real knowledge of aviation was confined to a very small section of the public, and that therefore it would be necessary to educate the public as to the possibilities of these small aircraft for some years, during which some form of artificial assistance would be necessary. This policy has proved to be a very great success. These clubs have turned out 150 new pilots, and have only had two serious accidents in three years of activity.

There are now thirteen clubs approved and financially assisted by Government, and others are coming into existence without any promise of such support. It is the definite policy of Government to terminate this assistance in about 2½ years' time, by which time it is hoped that the clubs will be self-supporting; and it is now up to the British public to make use of the facilities created through Government support, and, by their patronage, put these clubs on a paying basis.

The creation of these clubs has inspired a good many private individuals to purchase aircraft for their own use—and to-day we can boast of at least 65 private owners in Great Britain.

During September, 1927, British sporting aviation scored a great victory, when the Royal Air Force team captured the Schneider Cup at Venice and broke the world's record in speed for seaplanes. On that occasion it was satisfactory to see that the only onlookers who arrived by air were British, and of these seven arrived in four light aeroplanes from England.

During the last two or three years the development of the light aeroplane has enhanced the interest and popularity of air racing enormously, and we can safely congratulate ourselves that in this respect we are right ahead of any other country in the world.

(*Continued on page 131*)

ENGLAND—AUSTRALIA

Halfway round the world in 15½ days.

IN completing what is by far the finest achievement in long-distance flying in the history of aviation, Mr. Bert Hinkler has proved, beyond any possibility of doubt, that the Avro "Avian" with "Cirrus" engine is the most reliable and the most practical light aeroplane in the world.

During the course of this epoch-making flight, Mr. Hinkler established the following records:

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2. **FASTEST TIME—ENGLAND TO AUSTRALIA.**
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4. **LONGEST SOLO FLIGHT ever made.**
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The flight is a great triumph for a British machine and pilot, proving once again the Avian's superiority.

SINCE Mr. Hinkler's wonderful achievement another "Avian," piloted by Capt. Lancaster, with Mrs. Keith Miller as passenger, has flown from England to Australia.

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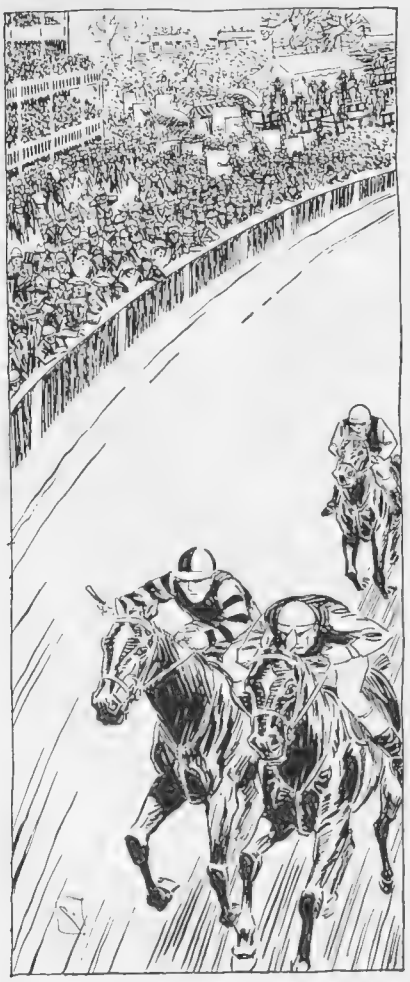
(*Continued from page 129*)



"Our love of horse racing has given us the best blood-stock in the world"

The light aeroplane has wonderful possibilities in our Overseas Dominions and Colonies—countries blessed with grand climates and cursed with long and tedious methods of travel. Canada is leading the way in this new development, but Australia is coming on, and Kenya is taking a keen interest.

As I have said, we are ahead of the world in the light aeroplane movement, and if only our designers and constructors can get orders we should be able to keep that lead and find a market for our machines in every part of the world.

I have been asked why I attach importance to the sporting and private side of aviation. The reason is simple. We are a sporting nation, and the public will do much more voluntarily in the interests of sport than in any other activity.

Our love of horse racing has given us the best blood-stock in the world; our love of yachting put at our disposal a priceless reserve of amateur but very efficient sailors at the beginning of the war in 1914. I dare to hope that our future love of flying will produce a fine reserve of pilots in

"Our love of yachting put at our disposal a priceless reserve of amateur but very efficient sailors"

emergency, and will breed the most efficient aeroplanes in the world.

We have been, and are, a nation of sailors—every man in the street instinctively realises the value of the Royal Navy and of the Mercantile Marine.

We must create that same spirit towards the Royal Air Force and British Air Transport. They are both

"I dare to hope that our future love of flying will produce a fine reserve of pilots"

just as important to us under the new conditions of civilisation. I feel very strongly that one of the best means of creating this spirit in the British public is the development of aviation as a sport and as a means of private travel—untrammelled by Government regulation or restriction, except in the interests of public safety.

For that reason I welcome very heartily the enterprise of THE BYSTANDER in producing a special aviation number, which should arouse its readers to the wonderful possibilities of aviation, and make them realise the safety, convenience, and cheapness of the modern light aeroplane as an instrument of sport and travel.

Sefton Brancker

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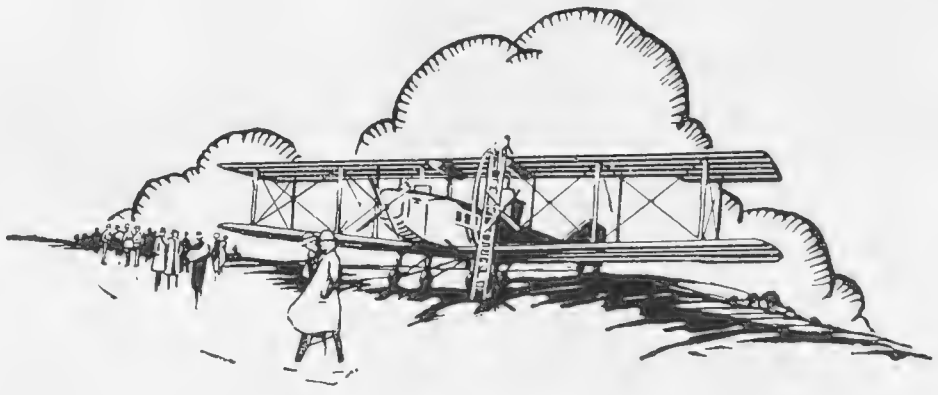

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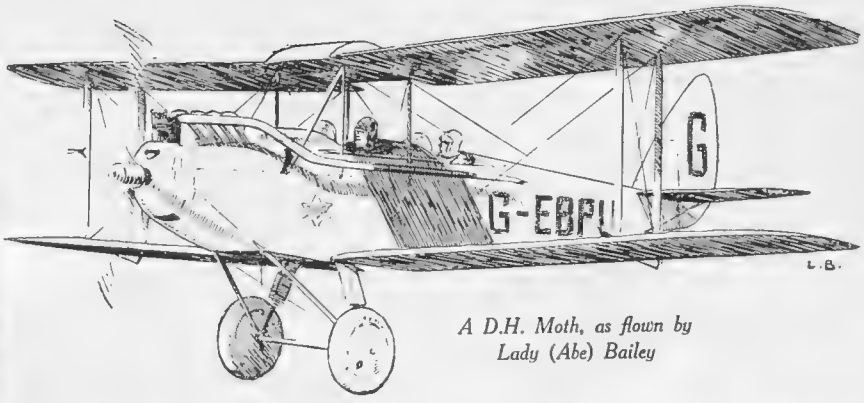
THE CHAMPION WOMAN AVIATOR

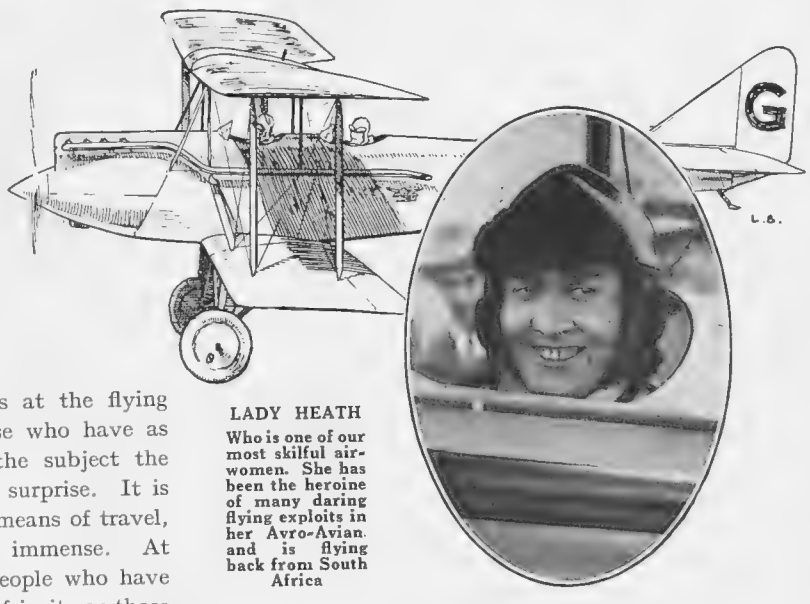
Lady (Abe) Bailey has been adjudged the Champion Woman Aviator of the World by the International League of Aviators. She flies a D.H. Moth light aeroplane



A D.H. Moth, as flown by Lady (Abe) Bailey

FLYING *for* WOMEN

By LADY (ABE) BAILEY



LADY HEATH

Who is one of our most skilful air-women. She has been the heroine of many daring flying exploits in her Avro-Avian and is flying back from South Africa

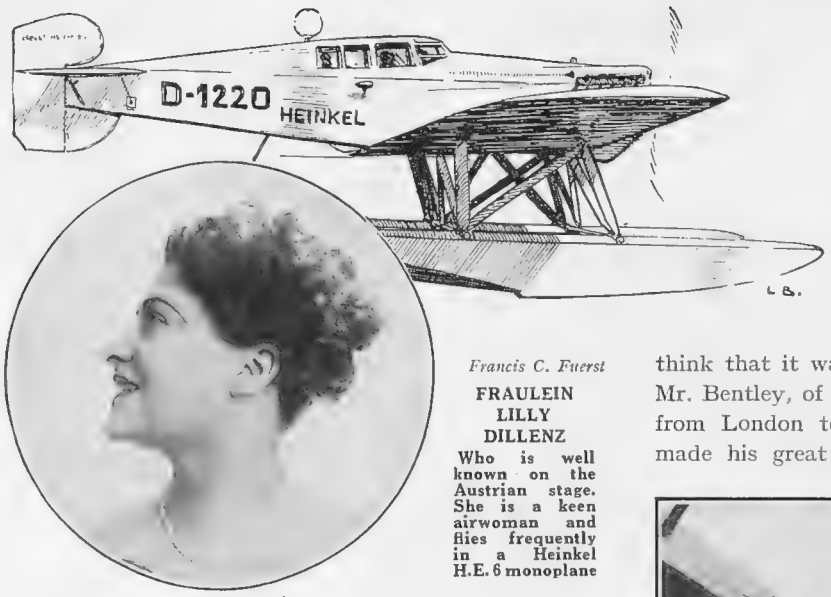
THERE can be no doubt that flying is becoming more and more attractive to women, a fact which is proved by the numbers of women who travel as passengers in air-liners and air-taxis, or who are learning to pilot aeroplanes themselves at the flying clubs where tuition is given. To those who have as yet shown little or no curiosity on the subject the benefits of aviation will come as a big surprise. It is not only of utility and a pleasure as a means of travel, but its possibilities for the future are immense. At present the chief objectors are those people who have never flown and say they have no belief in it, or those who have been up once or twice with the fixed idea that they were doing something hazardous. To these I would like to point out that ordinary flying over civilised parts of the globe offers safe and speedy travel combined with a great saving in time, trouble and discomfort as compared with any other means of getting from place to place.

All that is written about the thrills of flying, in the hope of popularising it, often has the effect, to my mind, of defeating its own end by discouraging the timid or cautious. The first lessons in flying and stunting may provide thrills, but one does not then realise how safe the machine and its occupants can be in experienced hands. When I had my first lessons it was a revelation to me to find that the slightest touch on the controls was at once answered by the machine; that there was nothing to bump into in the air, and that it did not matter if the ground seemed to be standing up sideways or trying to get on its head, when the slightest movement of the feet and hands put everything back into its right place again! Once I realised this I thought that flying was the easiest thing in the world, as, of course, it was at that stage with dual control and the instructor telling me down the speaking tube what to do and why. After that it was only

Photographs Sport and General

MISS RUTH ELDER

The plucky American woman pilot who was rescued in dramatic circumstances during her attempt to fly the Atlantic. She flies a Stinson Detroiter monoplane



Francis C. Fuerst

FRAULEIN LILLY DILLENZ

Who is well known on the Austrian stage. She is a keen airwoman and flies frequently in a Heinkel H.E. 6 monoplane

a question of gaining experience to feel perfectly competent in controlling the machine.

Until people fly a machine themselves they do not realise to what a degree of excellence aircraft construction has attained in this country. When they do realise this, I hope they will make every effort to draw the attention of governing bodies in towns and districts and the heads of progressive commercial undertakings to the enormous possibilities of opening up commercial routes both in England and between this country and the Colonies. The costs, which are not high, would then become very much less and bring the benefits of flying within the reach of everybody. In my opinion our Colonies and Dominions are going to make the first general use of the benefits of the flying machine. Both there and at home, however, it is the increased interest taken in the subject by women which will have the greatest effect, which is why I am so anxious to persuade them to interest themselves in this subject, either by joining a flying club, or even by travelling as passengers in air-liners and air-taxis.

Women who want to learn to fly can do this at any of the flying clubs at a cost of from £14 to £25, and for £650 they can buy a light aeroplane to seat two persons, which will travel at ninety miles an hour, that costs little to run and needs very little looking after. So far as my experience goes, I have used my Moth continually for all journeys since I bought it, and have either flown to an aerodrome near my destination or landed it in a field and pegged it down there until I wished to leave again, and I expect this would be the same with most other private owners of light aeroplanes. I do not profess to be anything but a novice who has found great confidence in the instructions meted out by the flying clubs and in the utility and strength of the British-built light aeroplane, which is particularly suitable for women pilots to fly. When you come to think that it was on these same light aeroplanes that Mr. Bentley, of the South African Air Force, flew alone from London to Cape Town, and that Mr. Hinkler made his great Australian flight, it is small wonder that novices can find it easy enough to potter about short distances over England without breakdowns when they are supplied with machines of such capabilities and endurance.

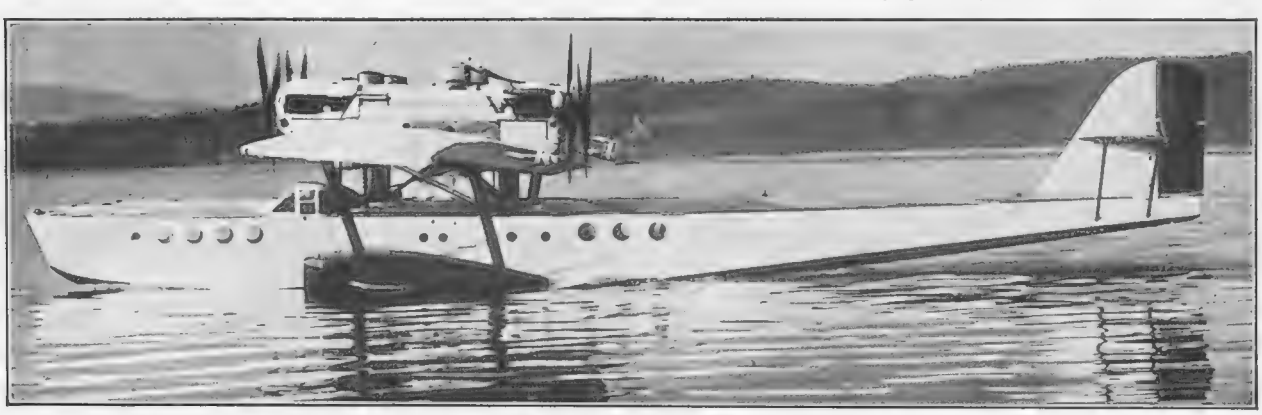
MISS SICELE O'BRIEN *Photopress*

Was the second woman to get a commercial licence. She is an enthusiast at air-racing and owns her own Moth aeroplane

Now that it has been made practical for women to fly, I think and hope that they will all take an interest in the progress of aviation in this country and the Empire generally for the benefits that its utilities offer.

MARY BAILEY.

Further articles on Flying will be found on later pages in this issue.



A NEW YACHT OF THE SKIES *Fox Photos*

The new Dornier-Napier Flying Boat, which has recently carried out some successful trial flights. It is fitted with four British Napier engines developing 2,000 h.p. It has a cruising speed of 105 m.p.h. and a top speed of 135 m.p.h. It is seen here at rest on Lake Constance

Topical

THE FIRST JUMP IN THE LADIES' RACE

A POINT-TO-POINT IN BERKSHIRE

Some of those who attended the recent Point-to-Point races of the Berks and Bucks Farmers' Staghounds. These were held at Sonning Farm, near Reading

Sport and General

MISS STOKES, WHO RODE ALERT

British Illus.

MISS AUDREY KIDSTON AND CAPTAIN COOMBE

Sport and General

MISS JOYCE SEATON, WHO RODE CRIMSON KISS

Sport and General

MRS. GREENALL, MRS. LISLE PUNCH, MISS M. NAZZARI MISS BETTY GREENALL, AND MISS GIPSY NAZZARI

"Le Golf"

and its followers at

Le Touquet

A ROUND TABLE CONFERENCE *Alfieri*

A party of golfing folk enjoying a rest from the daily round at the "nineteenth." The photograph shows the Hon. Sylvia Portman (left), Capt. Fox-Pitt, Mrs. Huttenbach, Major N. H. Huttenbach, M.F.H., and Mrs. Smith Ryland

Alfieri

WORDS OF WISDOM

Mr. Nelson Keys gives Capt. Victor Graham a few words of advice on "Bunkers and How to Avoid Them." The former is one of the keenest of theatrical golfers

Sport and General

BEFORE THE ROUND

The camera makes a capture outside the club house. Its "victims" are Lady Patricia Ward (left), Mrs. Kellett, Mr. E. Ward, Lady Ravensdale, and Mr. G. Ward

Sport and General

TWO TO PLAY

Miss Helen Tennant (left) and Mrs. John Hay Beith. It is reasonable to assume that "le golf" formed the topic of conversation

To many visitors a holiday at Le Touquet means golf, more golf, and still more golf. Above are seen some of the many "social registrates"—as our American friends would call them—who have been busily trying to reduce their handicaps during the Easter holidays on the famous links

Alfieri

A WAITING GAME

Mrs. Vernon Tate and the Hon. Diana Russell waiting their turn on the links. They are facing the delay with marked cheerfulness

PARISIANA By "René"

Illustrations by MARCEL PONCIN

MES AMIS,

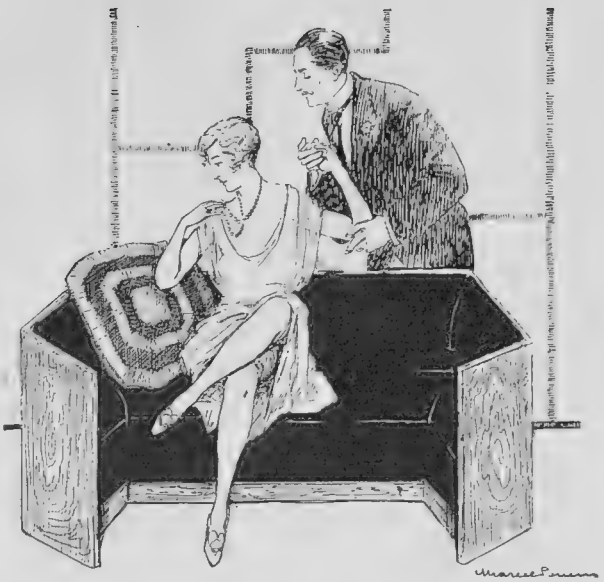
AND nobody noticed it. Well, well. Likewise, *quel mystère*. It's a strange city, this Paris. When you anticipate howls, you hear applause. What you expected would be thought provocative has not even been remarked, and what you regarded as thin stuff has captured sincere approbation. Inexplicable. Try it over for yourself. Especially those of you who know how quick is Paris to take offence. The subject is the new Renaissance piece *Rien Que Nous Deux*.

I HAVE no doubt that *Rien Que Nous Deux*, which is signed by MM. Mouézy-Eon and Pierre Chaine, was planned and written as, exclusively, an amusing comedy. As such a comedy it fails, from my point of view, to amuse. It lacks fun, freshness and wit. And while a comedy may be able to dispense with one of these accessories, it cannot successfully dispense with

"Frieda offers to keep him away from other temptations"

all. Yet as a study—or exposure—of the morals believed to prevail in French political and official circles *Rien Que Nous Deux* is remarkable—devastating even.

CONSIDER the story and draw your conclusions. Georges and Claude, he and she, "nous deux," are honeymooning in an old house at Bougival, by the Seine. They have been honeymooning for two years, and their desire is to make a permanency of it. They only leave the house to see the sun rise or to have a swim in the river. But Georges is a colonial administrator of only the *seconde classe*, and the godmother of Claude, Mme. Laruelle, feels that it is about time he gained promotion. Her line of approach is *via* Claude. She informs the pretty young wife that she is bringing to Bougival the *galant*, Laferrière, who is the *bras droit* of the Minister of the Colonies. "Be *coquette*



"Claude follows out instructions more skilfully"

with him," says the godmother, "and he will see that Georges is nominated to the first class of administrators." Obviously she is familiar with the manner in which colonial administrators get the best marks.

CLAUDE, rather hesitantly, acts on the advice, but she is not yet up to this *rôle* and Laferrière, displeased, goes off. Godmother Laruelle has another try. She collects the party, swelled by the wealthy M. Zigomalos and his inflammable wife, at her villa on the Basque coast. Here Claude follows out instructions more skilfully and Laferrière begins to feel that he is on velvet. When Georges, adroitly provoked into jealousy by M. Zigomalos, is about to make a scene with the Minister's "manager," this expert in delicate situations easily becomes one up by moving first, informing Georges that he had spoken well of him to the Minister, who had requested that he should be sent to Paris at once for an interview.

GEORGES not only decides to leave immediately, but is so convinced that he owes this luck to his own merits that when Claude seeks to explain to him and hold him back he has no ears for her story. As an *attaché* of the Ministry in Paris he becomes so puffed up with his own importance that he has no thoughts for his wife, especially as he has succeeded Laferrière in the good graces of the *distingué* Mme. Zigomalos. Claude is driven towards Laferrière, which means that *nous deux* threaten to become *nous quatre*. The

"To see the sun rise"

complications are finally disentangled by some very ponderous blundering on the part of a *curé,* Laferrière eventually consoling himself with Claude's enterprising godmother.

M. Bernard Zimmer, who is a playwright of parts, probably knows nothing of *Young Woodley,* but he has just presented at the Comédie des Champs-Elysées a sort of *Young Woodley* reversed. The hero is a schoolboy who is equally good material for moulding by a nice woman, but there are no nice women in *Le Coup du Deux Decembre.* Tatters of the cloak of virtue remaining to them would not be sufficient to wrap up a pat of margarine. Young Lèbre is in a highly charged atmosphere. A rather retiring lad, interested in his studies, in which he has been consistently successful, he had passed unnoticed in the provincial garrison town where his father was the *juge d'instruction* until the maidservant blames him for something for which an old *roué* was responsible. Then he becomes a subject of passionate interest to the three women of the piece—a relative, Frieda, who balances her hypocrisy between Calvinism and Freudism; Mme. Bœuf, the wife of his professor of rhetoric; and Mme. Masse, the alluring wife of the garrison commander.

"Treats him with the most alpinic disdain"

M. Lèbre being a severe parent, Charles is banished to a garret; and then begins a series of calls from the women who want—so they introduce themselves—to help him to mend his ways. Frieda offers to keep him away from other temptations, but is scornfully rebuffed and sets out to make more trouble. The incandescent Mme. Bœuf fares only slightly better. But Charles consents to elope to Paris with the pretty Mme. Masse, and is about to do so when the maidservant, learning that she is provided for in the will of the old *roué*—since deservedly removed—tells the truth. After that, Mme. Masse wants to have no more to do with a mere schoolboy, treats him with the most alpinic disdain, and Charles has to return to his books and prize-winning. It may not be an edifying play, but it is very cleverly drawn, and, in addition, there is some very able acting and most charming staging. Altogether a good evening's enjoyment. René.

By Hynes

SOME COCHRAN CAPTURES AT THE TROC.

Mr. C. B. Cochran has put on some attractive supper-time shows at the Trocadero, but "And So We Go On," the show portrayed here, is even more bright and sparkling than its predecessors. The lighter side of life is to be enjoyed to the full at this cheery entertainment

Not so long ago

bathrooms were only possessed by the wealthy. We realise now how important to health is the care of the body. But we still have to realise how important is the care of food and liquids, the *only things* we actually put *into* our bodies. Everybody should know those Vital Facts about Food set out here. For food influences health more than any other single factor. Food that is not kept *fresh* may assuage appetite, but does not promote health. Fortunately a Frigidaire cabinet offers an economical and certain way of keeping food fresh and fully nourishing. Its dry, frosty, cold atmosphere is automatically maintained—it needs no more attention than your meat safe. Send in the coupon for full particulars.

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By Blanchette *Illustrations by HELEN McKIE*

Make pounds a week by just opening and shutting taxi doors . . .

London, *April* 16.

Dear Cousin,

Rather wonderful and astonishing, methinks, how we English will go on preferring foreigners, or, anyway, being so much more astonishingly polite and all that sort of thing about 'em, than we ever are to our own bulldog British breed. As shown, for instance—oh well, in lots of cases, but have got specially in mind at the moment somehow the so-called Moscow Art Theatre that's running a sort of season at the Garrick. And doing it all in the Russian language, too, what's more. Well, of course, we've got quite a fairish lot of Russkis over here these days, haven't we?—including Commissars conducting Communist propaganda. But, on the whole, and taking it by and large, as they say, how many of us poor British mutts really understand the Muscovite tongue? I ask you. Well, if it's as much as one in half a million I shall be quite fairly surprised, wouldn't you?

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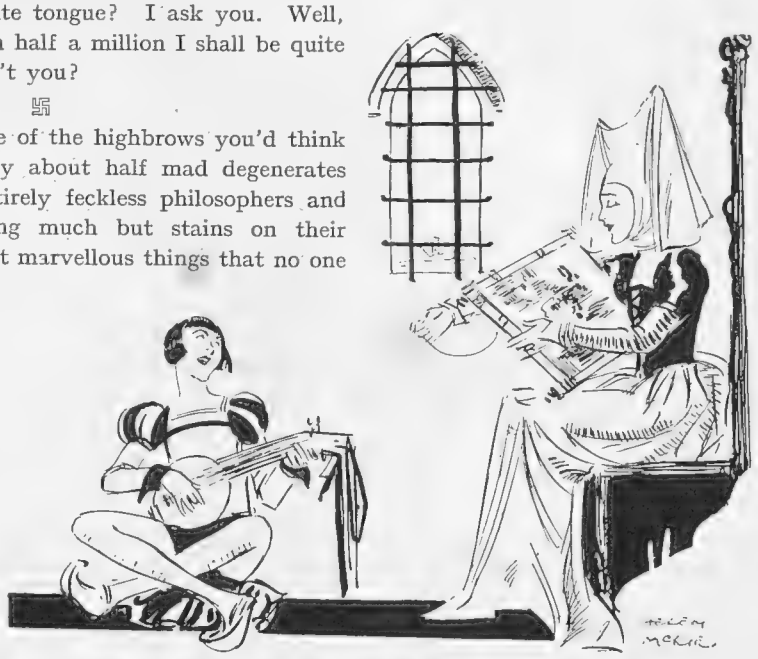
Yet to listen to some of the highbrows you'd think these plays—mostly about half mad degenerates (so one gathers) or entirely feckless philosophers and dames without anything much but stains on their characters—are the most marvellous things that no one with any kind of claim to taste, virtuosity, and even moderately decent hopes of being thought civilised ought to miss. Part of our education, it is, apparently, and, oh! the *schwärmerei* about artistry and technique and all the rest of it. But, between you and me and the pillarbox, dear cousin, I do rather wonder how they find it all out, seeing that no one really knows what they're all talking about—except, p'raps, as aforesaid, about twelve waiters, ditto alleged diplomats, dressmakers, and experts in the fur or foreign egg trade, what? Sat through a whole hour and a half of it the other night, I did (though no one's offered me the V.C. yet), and couldn't gather what they meant, not in one single word, except when they called each other by their names as per programme and—oh, yes, there was one really joyous moment when somebody mentioned *cognac,* which is apparently the same in all languages and what the best Russians get drunk on, or did in the good old times. You should have *seen* the sparkling eyes and the bright flash of intelligence that positively *coursed* through the theatre at that illuminating word!



They were far better off when they sat up in a tower embroidering

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Russians or no Russians though—behold, dear cousin, I would rather like to tell you about something that happened to me the other night. No, wasn't suddenly kissed to death by beautiful Ivor in a dark corridor of the Ritz, or anything merely materially thrilling like that, though, of course, never know your luck, do you, specially in Springtime? It was a play, another play, wherein, am glad to say, they spoke English, and English that one could understand, too, but somehow also had to think about quite a lot. Called *Thunder in the Air,* it was, at the Duke of York's. Have you seen it? But, no, of course, you haven't been to Town just lately, and it was only put on just over a week ago. Well, all about a boy, it is, who was killed in the war, aged twenty-four, and they'd been trying all sorts of spiritualism business at his old home—father, mother, *fiancée* that was, and various friends—and suddenly he appeared again.

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He'd been rather a bad effort, by all accounts—borrowed money he didn't pay back, and led the vicar's wife astray for a week, and all that sort of thing. But won the M.C. for gallantry, and then was degraded from Sec. - Lieut. to the ranks for something or other, and finally shot himself because he thought the world would go on just as well without him . . . And to each of the people who'd loved or hated him he appeared again—

(*Continued on page* 142)

Here they come! Hooray! . . . And the Rovers! Hooray! . . . What, lost the toss? He ought to have called heads! . . . Oh, very pretty, sir . . . beaten him, no, yes . . . in with it! Whiss-z-z-z-smack!!! Hard luck, sir! . . . Half-time, already? Jove, I could do with a Worthington after that . . . Yes, I think there's time if we hurry!

(Continued from page 140)

just as they saw him or wanted to see him—in the war or before it. It's beautifully done, on the whole, too—only rather a pity, meseems, in the last scene, where Violet Vanbrugh, as his mother, sees him as a little boy in infantile pyjamas, that they couldn't somehow have chosen a child without quite such a devastatingly Whitechapel accent. After all, he may have been a bad lad, but he did come from a decent home.

SUCH a lot of new plays there have been lately, you know; it's been a perfect whirligig, or vortex, or maelstrom of excitement for us young girls, I give you my word. And a goil is rather especially amused, for instance, by that rather nicish play, *Gentlemen Prefer Blondes*, at the Prince of Wales's. Wherein there are two Americano actresses (I forget their names), who make Lorelei, the alleged heroine, and her unrefined friend, Dorothy, simply a scream; and to hear Dorothy say—

Oh, God, give me strength,

also—

Fun's fun, but no girl wants to laff all the time.

is soitinly alone worth the price of admission, whatever it may be, entertainment tax included and all. Though, according to Mr. George Moore, mere goils shouldn't be meddling in this business at all. Women were far better off (sez 'e) when they sat up in a tower embroidering beautiful tapestries rather than patting balls over a net from one year's end to another.

Shoot your linen

ALAS, to-day we live in an atmosphere of temptation, as one of the best Bishops has just said (casting his eyes, of course, discreetly down, as all the best Bishops, am sure, discreetly do at such embarrassing moments). But not such a bad time, really, some ways, surely, seeing as how it's said even Commissionaires of the best dance places, such as, *par exemple*, Ciro's, and Embassy and so on, make (so it's alleged to me, at any rate) at least £1,300 a year by mere tips alone, just for opening car and taxi doors, I mean, and collecting the friendly sixpence or careless shilling, not to mention opulently millionairish half-crown. All of which, do you know, I'd really *rather* like to tax, taxing being somewhat the mode of the moment, for some of my favourite charities. As, for example, the ones that the now somewhat famous Froth Blowers run.

OH, what a frivolous name, tut, tut, what, what? And yet that's just why they get the stuff and collar the dividends, also collect the boodle, if you see what I mean, *ma chère?* And this, the world's most frivolous enterprise, has collected a whole £20,000 for an Easter gift to Boy Scouts and Girl Guides, and suchlike, 'cos it's only for the benefit of infants that they spend their ill, I mean well, gotten gains, you know.

With love, yours ever,

BLANCHETTE.

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The Dance of Debt

COURTESY

By D.A.B.

AMERICA has reached an era of wonderful progress in business efficiency: in fact, even Britain has something to learn from her in certain spheres of business activity.

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The Distaff Side at Magdalen Park

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MISS H. M. BARR, THE EX-JUNIOR SCOTTISH GIRL CHAMPION

Photographs

MRS. LYCETT ON THE BACK-LINE

There was some spirited play in the Magdalen Park Tournament at Wandsworth Common. In the Women's Singles Miss M. V. Chamberlain, Miss D. A. Shaw, Mrs. R. Lycett, and Miss S. C. Lumley Ellis were the semi-finalists. The tournament was delayed by rain

L.N.A.

MISS HOLLAND IN A STRIKING ATTITUDE

The Sporting Life on Land and Water

GOLF AT WOKING

A group of the competitors in the recent match between Surrey Amateurs and Surrey Professionals held at Woking. The Professionals won by 13 matches to 7, with 4 matches halved

Photographs

C. J. H. TOLLEY

Driving off at Rye. He was the winner of the Master of the Rolls Cup, defeating G. D. Roberts by 2 and 1

Sport and General

A SUFFOLK CHAMPION

Miss Joy Winn, who recent y retained the Suffolk Women's Golf Championship at Aldeburgh. She beat Mrs. R. Garrett by 3 and 2

Poole, Waterford

IN OULD OIRELAND

Lady Anne Cavendish photographed on a fishing day on the River Blackwater at Careysville, near Fermoy, Co. Cork. Lady Anne Cavendish is the youngest daughter of the Duke and Duchess of Devonshire

I.B.

YACHTING AT TEDDINGTON

Mr. Sprig's Kia Ora photographed on a recent yachting occasion on Teddington Reach. This was in the race for A Class boats, and Kia Ora is seen here in a particularly graceful pose

BYSTANDER BRIDGE

POINTS OF PLAY

By A. E. MANNING FOSTER

It is often difficult with certain combinations of cards to know the right way in which to play them to produce the best results. If, for example, you hold Queen and two small cards of a suit of which your Dummy has five to the Ace, 10, 9, which card should you lead from your own hand and how should you play?

The general rule is that it is no use leading the Queen from your hand unless you or Dummy hold also the Jack. But with the combination I have mentioned I consider that the lead of the Queen is the best.

D.—A, 10, 9, 8, 2.

	Y	
A		B
	Z	

D.—Q, 6, 5.

Z is playing No Trumps, and needs three tricks in Diamonds. It is understood that Dummy has no card of entry but the Diamonds, and that Z has in his hand master cards of whatever A and B play.

Z can make them, however the adversaries' cards lie, provided *he does not take the first trick in the suit.*

. . . . . .

His best play is: lead the Queen. If A covers with the King, Z should allow A to hold the trick and not overtake with the Ace.

The reason is that if Z takes with the Ace, A or B can hold up the suit effectively by refusing to play the Jack on the second round. But if A is allowed to make the first trick in Diamonds, Z must make three, and possibly four, tricks in the suit, however A and B play.

I saw this situation horribly bungled by a player who ought to have known better. He led the 5 of Diamonds, A put up the 7, and Y the 8, which won the trick.

Z got back into his hand with another suit, and then led the Queen of Diamonds. A covered with the King, and Z put up Dummy's Ace. But A still held the Jack, so that Z made only two tricks in Diamonds.

. . . . . .

Now, of course, it was unlucky for Z that A held both honours in Diamonds. But he had no necessity at all to run any risk in the suit. There are numerous ways in which the Diamonds might be divided between A and B. But if you work it out you will see that, provided Z allows either A or B to take the first Diamond trick, he must always make three tricks in the suit, with a great possibility of making four, and he can do this best by leading the Queen.

If B takes the first trick with the King, Z on the second round of the suit leads his 6 and finesses, unless A has and plays the Jack. If A has the Jack it is caught on the third round, and Z makes four tricks in the suit. Or if B holds both King and Jack, Z must allow him to make both to ensure three tricks in the suit.

It may, of course, happen that B holds King and Jack only. Z must allow B to win two tricks in the suit to make sure of taking three tricks eventually.

The strong probability of the method of play I have indicated is that Z will make four tricks in the suit instead of three. But the point to emphasise is that, no matter how unfavourably the other cards are divided, Z must always make at least three tricks provided he does not take the first trick.

I admit that the lead of the Queen is not essential to this result, but I consider it is best to lead it and get it out of the way.

If you are in any doubt, test it by placing the five remaining Diamonds in any way you like in A's and B's hands.

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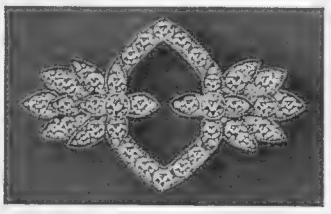

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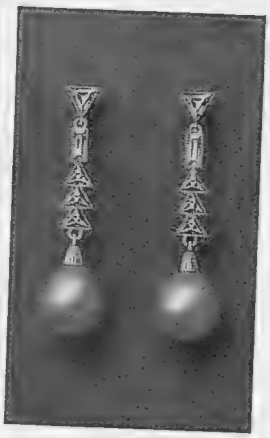

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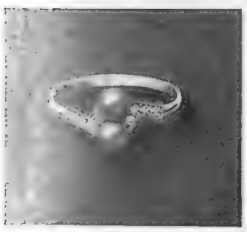

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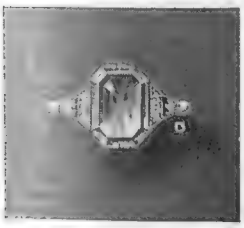

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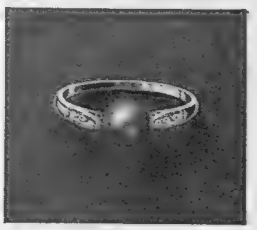

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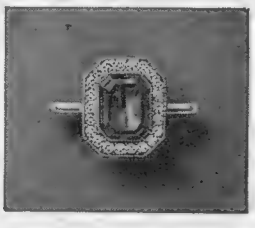

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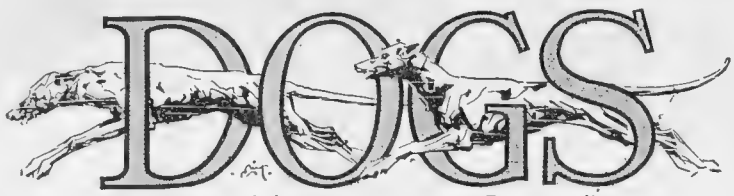

By "The Kennelman"

THE Pomeranian Club holds its Championship Show in Great Portland Street to-day, Wednesday. The present-day type of "toy" Pom has reigned unchallenged for years now, maintaining his fluffy little silhouette at an average weight of five pounds; the ultra-fashionables scaling half that. But many fanciers remember the earlier imported types which weighed between twenty and thirty pounds; and "thundering good all-round Dogs they were, too, clever as any French Poodle seen on the stage, and the best of pals," declares one reader of these Notes, who foresees a revived vogue for what he calls "the true Pomeranian." Another correspondent writes that entries have just closed—"a bumper yield"—for the great Joint Terrier Championship Show at Olympia, fixed for next Wednesday week, May 2. Wednesday next will bring Cheltenham and Portsmouth Shows, and what is called the big "Picnic Show" of the year will be held in the Old Deer Park, Richmond, on July 10, its benching and feeding having been undertaken by Spillers. This is always reckoned a "smart function"; perhaps that is why American and foreign visitors favour it so much.

Touching the treatment of Dogs in illness, "The Kennelman" appreciates the engaging confidence of readers seeking postal advice, and gives all he can—so far as general principles are concerned. But he is a believer in trusting the man on the spot, where that man is a qualified vet. who genuinely specialises in canine practice. And every Dog-owner, no matter how well and jolly his Dogs to-day, ought to have on his 'phone list and in his address book the name of the nearest professional canine expert. Make your call directly the first symptom of trouble appears; for there's no wisdom or economy in wait-and-see where Dog-doctoring is concerned; it's *prompt* treatment that tells, and that saves trouble, every time. Take skin troubles now (that and worms are the commonest subjects of inquiry), their causes are not only different but often opposite in character, and must be treated accordingly. Hence the importance of the verdict of the qualified man on the spot. Taken in time a mere change of diet often does the trick. As for the all too common worm trouble, everything depends (*a*) on choosing the right vermifuge, and (*b*) its precisely correct administration. "The Kennelman" entirely shares the view of the King's Kennel Manager, Mr. Brunsdon, who for all puppies (up to six months) swears by the Ruby Remedy. Rightly used, it's sovereign. The man who's given the most practical research to the whole subject is the best adviser, and in this case it is Mr. R. E. Nicholas, of Bitterne Park, Hants, who tires not in answering inquiries, though his post-bag must be appalling.

"Feeling sure that you are no friend of hysterical excesses of any kind," writes a lady in the Riviera, "I trust you will protest vigorously against the cruel and stupid demand for the destruction of Alsatians." The fact is, "The Kennelman" hadn't heard of it, but has since been informed that, whether or not demanded, the destruction of the particular Dogs concerned—three Alsatians in Ealing—was promptly attended to, after a savage and unprovoked attack upon their owner, by which she was very seriously injured. "Hysterical excess," human or canine, is doubtless a demnation unpleasant business, but so far from entering any protest in the matter, "The Kennelman" for his part would never for a moment hesitate to pronounce the capital sentence upon any Dog of his who should be proven guilty of a capital offence; and a capital offence it assuredly is for any Dog to fly at and bite and maul his master or mistress.

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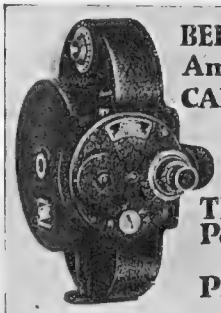

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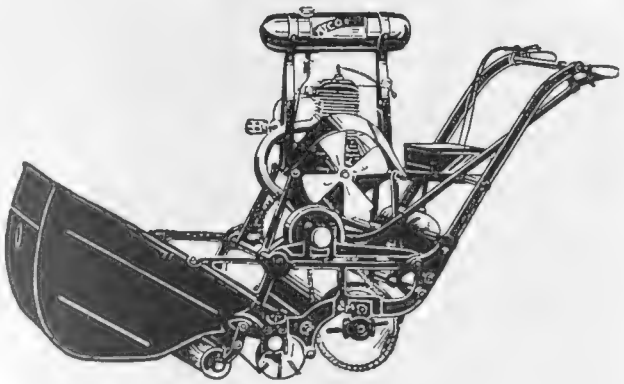

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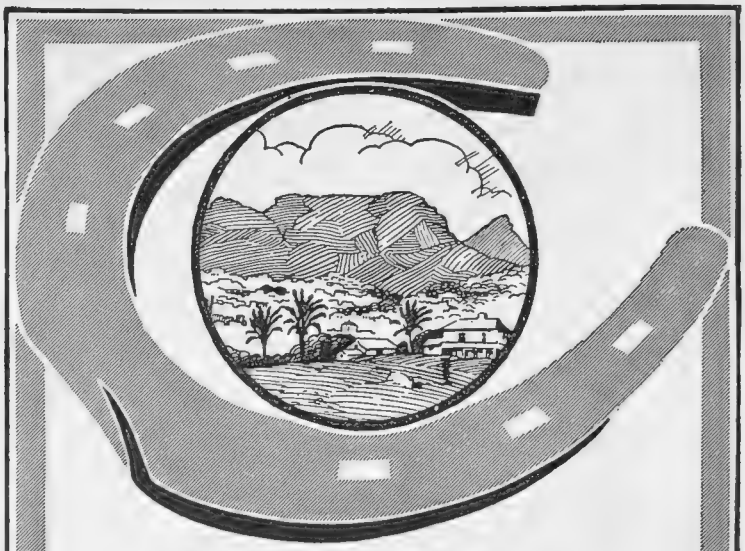

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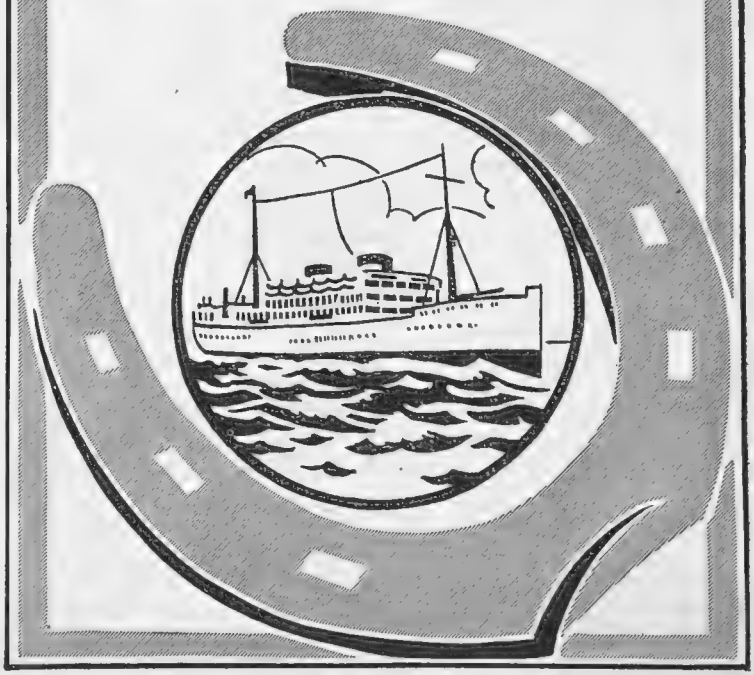

A DANCER OF NOTE *Joe Davis*

Mlle. Nadia, the Russian dancer, whose work is one of the outstanding successes of the Blue Saraphan Cabaret. This company recently gave a full cabaret show at the Twenty-first Anniversary Dinner of the National Union of Journalists at the Hotel Cecil

Femina

SUNSHINE AND STUFFINESS

By MRS. M. VINCE

SUNSHINE is the talismanic word of the moment. If you want to make a new design for a house or bungalow attractive, you call it "suntrap" or "sunbath" or "sundour" (whatever that may mean). If you want to sell fabrics, you advertise them as unfadable even in the strongest sunlight.

WE are becoming sun-worshippers—as our ancestors were a good many centuries ago. Certainly we have shamefully neglected the sun for a long time and paid the penalty in disease. We may thankfully say good-bye to the bad days when blinds were pulled down as soon as the sun began to shine through the windows for fear the curtains and carpets and chair-covers should fade. We may thankfully say good-bye to those days, and yet at the same time refuse to join the modern sun-worshippers.

MR. ARNOLD BENNETT is one of them—an extremist in spite of that appearance of common sense which he never allows to desert him. He would have glass and not masonry as the chief feature of the facade of a house; and if you raise the obvious objections to this, he has ready an answer for each one of them. If you say that such a house would be noisy, he replies that with double windows kept always closed you can exclude the noise—and Mr. Bennett would exclude it all, the noise of motor-cars in the town, the noise of birds in the country. If you say that such a house would be intolerably stuffy, he replies that with modern scientific ventilation a house can be kept aired "without the barbaric method of opening the windows." If you say that a glass-room will be cold, he replies that with the modern heating apparatus a "room whose walls are all glass may be made as warm as a stokehole."

HE has an answer for everything, and it is quite clear what is his ideal house—a greenhouse. No doubt the greenhouse would have a well-heated glass-passage to lead to the waiting motor car, the saloon of which would also be made of glass, and hermetically sealed. Evidently Mr. Bennett looks forward to a future when we shall all live in glasshouses, and when the one serious offence against the State will be to throw stones.

IT is not an ideal which would appeal to everyone, but at any rate it is a consistent ideal. It is complete. If I were a modern sun-worshipper I would certainly rather live in Mr. Arnold Bennett's greenhouse than in some of the houses called "suntrap" and "sunbath" which worship the sun only in name, and, in fact, are very much like other houses in everything else.

I HAVE been looking at some of them. They not only ignore those difficulties which Mr. Bennett recognises and answers, but they do other things still more absurd. What is the good of calling a house "suntrap," what is the good of having windows everywhere, what is the good of going to the extra expense of vita-glass if you have all the windows made with small, heavily leaded panes? What is the good of calling a house "sunbath" and providing the bathroom with windows of clear glass from ceiling to floor, if you forget that most houses have other houses near to them? That glass-bathroom may look very nice in an exhibition, when you walk through it, but put it down in a street with the windows of "Balmoral" or "Acacia View" or "Mon Repos" overlooking it from a few yards distance, and even the most ardent sun-worshipper will find himself pulling down all the blinds before he uses it.

IN one thing, however, Mr. Bennett's greenhouse and these modern villas of the nominal sun-worshipper are alike—their stuffiness. These villas were all the same in their furnishing and decoration. With their carpets right up to the walls, their heavy upholstery, their pelmet curtains, their low ceilings, their over-large furniture, they were stuffy. So is a greenhouse. So would a greenhouse be even with Mr. Bennett's scientific ventilation. Fresh air is something more than unused air replacing used air. It is the open air. That is why there will always be a difference between—in Mr. Bennett's phrase — "using electric power to draw an everlasting supply of fresh filtered atmosphere into the domestic interior" and opening a window. Mr. Bennett believes that all one opens a window to is "noise, cold, dirt, and general foulness." In that you have the essential difference between those, like Mr. Bennett, who are extreme sun-worshippers and those who still believe that there is something real in the combination of the old phrase "sunshine and open air."

POSSIBLY we shall all become sun-worshippers like Mr. Bennett. But if we worship the sun so exclusively he may take his revenge, as he took it on those earlier worshippers whom he blinded because they stared too long at him.

MISS NAN STUART *Lenare*

Who is achieving a very big success with the new Beauty Salons she has opened at 28, George Street, Hanover Square. She was until recently a popular figure on the stages of London and Paris

A Greeting from Greta

Mannell

MISS GRETA FAYNE

Spares a smile for the photographer—and us—with very pleasing results. She is dancing in "Will o' the Whispers," which settled down in its London home at the Shaftesbury last week

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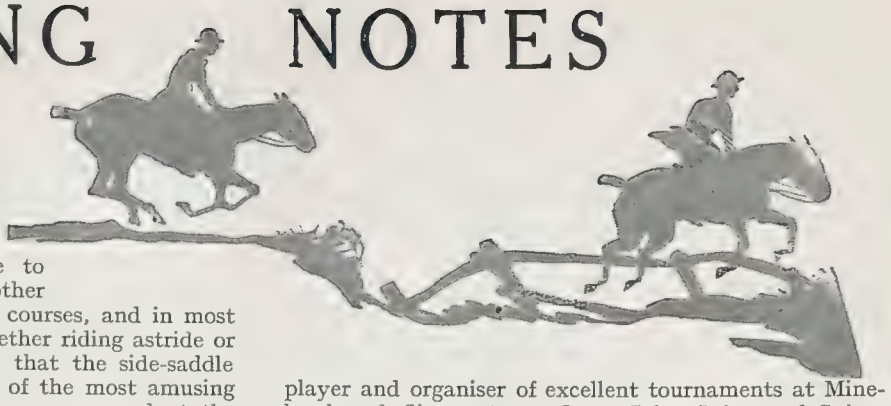
"THE BUTLER"

Man is happiest when dispensing good cheer. It calls for discrimination, and a real knowledge of the subtleties that make for happy friendship. In short, it calls for —

DEWAR'S

HUNTING NOTES

By
A. W. COATEN



Women Riders

WOMENFOLK are now able to compete against each other over many point-to-point courses, and in most cases show to real advantage, whether riding astride or not. It is noticeable, however, that the side-saddle remains in greatest favour. One of the most amusing incidents of the point-to-point season occurred at the South and West Wilts fixture last month. A totalisator was run at this meeting, to the undisguised annoyance of the bookies. After the first race it was found that the "tote" tickets for the remainder of the programme had been spirited away in some mysterious fashion. It is thought that the bookmakers were at the bottom of this trick, by which they hoped to spoil the Hunt's betting arrangements. This hope, however, was frustrated, as it was possible to secure a fresh supply of tickets from the neighbouring town.

A Noted Performer

THANKS mainly to the wonderful performances of War Gratuity, Sir Richard Cruise has become a great specialist in point-to-point racing. A recent achievement was to bring off a double at the Grafton meeting, where he won the nomination race on Eaglebrook and the Adjacent Hunts' heavyweight race on War Gratuity. This followed his success on the last-named horse at the Whaddon Chase meeting a few days previously. I think I am right in stating that War Gratuity, who is fourteen years old, has now won no fewer than twenty-one races, and his owner has ridden him in them all. Sir Richard is justifiably proud of the fact that his marvellous performer has never given him a fall.

Gaps in the Ranks

UNHAPPILY the closing days of the foxhunting season have been marred by the passing of several noted personalities in the sport. The late Colonel Walter Faber will be greatly missed in the Pytchley country, where he was formerly an M.F.H. This tall, high-spirited heavyweight was popular wherever he went, and his own enthusiasm for hunting was happily conveyed in his "Coronet" articles. His breezy accounts of the doings of the Pytchley and the Fernie were among the brightest things hunting journalism has known in recent years. Another ex-M.F.H. whose recent death caused deep regret in the hunting world, especially in the Cotswold and Beaufort countries, was Mr. H. O. Lord, in whom the Cotswold Hounds had a most popular and efficient Master for fifteen seasons. One of his daughters is Mrs. Maurice Kingscote, the wife of the well-known polo player and organiser of excellent tournaments at Minehead and Cirencester. Capt. John Spicer, of Spicer Park, Chippenham, is yet another notable sportsman who has just passed from us. One of the most enthusiastic coaching men of his time, he also hunted for many seasons the pleasant country now known as the Avon Vale.

AT A HAMPSHIRE MEET *L.N.A.*

Miss Jean (right) and Miss Barbara Lloyd-Anstruther-Gough-Calthorpe photographed at a recent meet of the Garth held at their father's home, Elvetham Hall, Hartley Wintney, Basingstoke. Their mother is a daughter of the sixth Baron Calthorpe

Closing Down

THE majority of packs which had not already closed down wound up the season during Easter week, and only in two or three countries will an attempt be made to kill a May fox. On the whole, the season has been successful, the chief blot in some countries having been the recurrence of foot-and-mouth outbreaks. Up to the time of writing no arrangements have been made for filling the gap so grievously caused with the Quorn by the death of Mr. W. E. Paget, but, of course, Major Burnaby remains in charge until the Hunt Committee can decide on what shall be done. In spite of the fact that cattle scourge regulations were a constantly recurring nuisance, the season with the Quorn was a success in that hounds were able to show many really first-rate gallops. Thanks largely to Mr. Paget's efforts, it is doubtful whether there has ever been a better pack of hounds in the Quorn kennels, and with the other Joint-Master giving his attention to the stud, the Hunt servants have been most efficiently mounted.

In the Shires

AS with other Midland packs, the season opened well in the Cottesmore country. A bad spell started in the middle of December, hard weather and foot-and-mouth troubles causing irksome interruptions to sport, but hounds finished in remarkable style, sport in March being well above the average for that month. Mr. James Baird is now being joined by Colonel Sidney Green, this being the first Joint-Mastership in the history of the Hunt since Mr. Tailby and Sir J. Trollope hunted the country together nearly sixty years ago. With the Pytchley the season was excellent, notwithstanding a deal of unfavourable weather. One good day was followed by another equally enjoyable, and Colonel Jack Lowther and Mr. Roland Tree can look back on an eminently satisfactory first year of joint control.

DEMOCRACY AT THE CROSS ROADS

By PENDARVES

When you are in a car all pedestrians are a pest. When you are a pedestrian all cars are a curse. So, in order to get an entirely unbiased view of the situation, stand for a little while on the kerbstone at any big junction of cross roads during a time of London exodus, and you will see life from a novel angle. To increase the ghoulish joy of the situation get into very old clothes and mingle with the half-dozen kerbstone coterie who are always there, and it is a thousand to thirty that before very long someone you know in a slowly passing car will endeavour with set face not to have noticed you. ("I *knew* that man would come to a bad end one of these days.")

From the kerbstone, in a spirit of idle observation, the car caste will be laid bare to you: for the car caste has its owner, not the owner the car at all. Also the queer mannerisms of the entire motoring world will become clear. The electric hooter, for example, is not merely a safeguard against the deaf, the halt and the blind—it is a method of self-assertion. The blue-uniformed Zeus of the cross roads has given the "off you go" signal: instantly the electric horn is unconsciously pressed, a symbol of self-manifestation—for there is not a soul in the way. Everyone is, however, in a tearing hurry, with the whole day before them, and the horn is a most useful adjunct to the journey because it helps one to let off steam. At the cross roads waiting plutocracy has an ineffable contempt for the motoring democracy, and hunched up democracy, sitting a few inches above the roadway in its "Seven Sins," regards the glittering sybaritic "Spectre" with an amused tolerance, and then cuts malevolently across its ponderous bows at the first possible opportunity. But the oddest thing of all about the psychology of the cross roads is that the face of every single man and woman whose hands grasp a steering wheel is as if carved in stone. I can only assume this must be either the result of acute tension, skilfully hidden, or hate admirably controlled—it can't be love for one's fellow creatures, because all that sort of feeling dies within you the moment the L.C.C. gives you a driving licence.

You have only to glance at the cars' radiators to know at once what manner of man sits behind them—and why. The gouty old lady sitting in the back of that balloon-tyred "Cardinal," with a Peke heavily wrapped in a rug on her lap (the last thing in the world the wretched dog wants), on her way to see her niece at school at Virginia Water, could not by any stretch of imagination find herself owning a four-litre "Breakback." But the "Breakback" owner snorting viciously behind her is a steady 7 at golf: junior partner in an artificial silk firm: is dining at Ciro's tonight with Cicely Foljambres of the Frivolity, and may marry her—he's not sure yet.

But the man who is an ever-present mystery to me has just arrived opposite the kerb, having put his foot down abruptly and his hand out at the last tenth of a second. He is of those who "never takes risks on the road m'boy, not *I*." His car is a small but venomous "Le Petit." He *would* have a British car "but there aren't any lively ones at a reasonable price." He it is who lives in a perpetual state of looking for trouble on the King's highway. "That fellow in front is trying to be rude to me: I must have a small dust up with him." And he does. As he can get 75 m.p.h. with ease out of "Le Petit," and as the rude fellow in front can with difficulty and an open cut-out produce 73½ from his 20-97 "Clapham," there follows as pretty and as dangerous a little duel of mutual aggression as any passenger in either car could wish not to see. The owner of either car may, and very probably has, a highly nervous *fiancée* or a mother with a weak heart beside him: it makes no difference—they both become temporarily lost to all sense of road decency until one or other of them is vanquished at the game called "cutting in." And both of them will tell you separately and sincerely that they "cannot stand these hogs on the road: I just let 'em go on: it isn't good enough: safety first is *my* motto." If you remind either one of them of this at the breathless end of a duel both would say, and really believe, that the other fellow was "absolutely pushing me on to the pavement, my dear chap; didn't you *see?*"

The "Three Wheeled Threepenny" and the "Mechanic's Millennium" are getting just as much unalloyed fun out of life at the cross roads this morning as is the "Ranelagh Regent" with the Waygood body and what looks like a cupboard for at least two Revolution trunks built on to the back of it. For they are off in the general exodus out of London in the sunshine, and on the same road as ten thousand other people. They would all say, if you could ask them, that they would infinitely prefer to have a road from Hammersmith to Portsmouth as empty as the Sahara. But only about five per cent. of them would mean it: for the motoring roads of England would be no fit place for democracy if there were no means of demonstrating conclusively to the other chap here and now what a much more aristocratic car yours was: although, mark you, they never take risks, because it is a mug's game. And democracy as a whole was never a mug—at least that is what one has always been told; so it must be true.

A New Air Book

Photography from the air is one of the most fascinating of modern aerial developments and *Aerial Photography*, by Clarence Winchester and F. L. Wills, F.R.P.S. (Chapman and Hall, 25*s*. net), is a book that provides a comprehensive survey of its practice and development. The many illustrations in this excellent volume include seventy-nine full-page plates of aerial photographs from different parts of the world, and the nicety of detail obtained by the modern aero camera is fully revealed. This is a book written by experts but not necessarily entirely for experts, since the interest of the photographs alone will attract the casual reader. Sir Alan Cobham supplies a foreword, and there are introductory notes by Sir Peter Clutterbuck and Sir Felix Pole.

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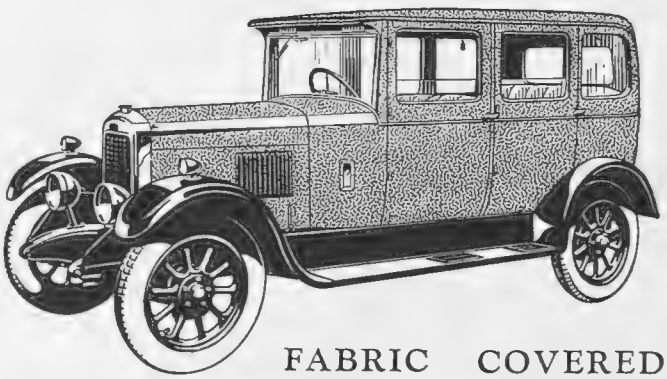

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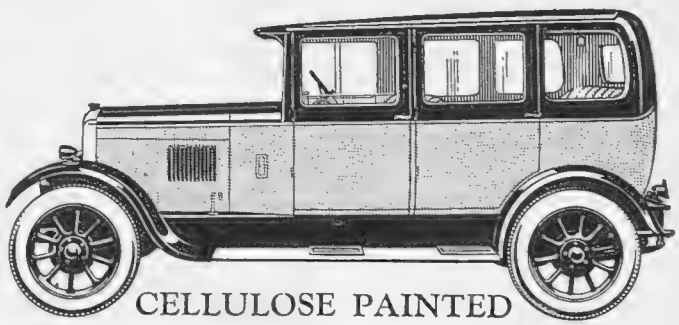

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H.P.

The Literary Log

ROLLED BY RALPH STRAUS

PERIODICALLY you hear good people deploring "all this sex stuff" in novels. Ask them, however, what exactly they mean, and they will generally only stare at you and frown. Surely it is not necessary for them to explain *that* sort of thing? But what exactly *do* they mean? If you were to give them a story which had nothing to say of sex at all, it is ten to one that they would demand to know how you expected them to be interested in such very dull stuff. But what, I fancy, they do disapprove of is the so-called "modern" attitude towards the business. They dislike the "modern" young people who, to be sure, do talk rather oddly at times and see no particular reason why they should accept their parents' ruling on all matters concerning themselves, and believe that they have freed themselves from most of the old stupid conventions. But are they so "free" as they like to think? No. When they marry and have children of their own they will probably be quite as respectable and narrow-minded as their great-grandmothers. It is about some young people of this kind that Mr. Leonard Rossiter tells us in an amusingly-written and faintly satirical story called *The Sex Age* (Selwyn and Blount: 7*s.* 6*d.* net). Here you are shown the results of a mother's determination to be thoroughly "modern" with her children. They are to be told "the facts of life" at an early age, they are to enjoy the blessings of co-education, and they are to be allowed to go their own way. Surely a delightful theory, but does it work? In his amiably outspoken way Mr. Rossiter proceeds to show the one big mistake that these modern experimenters so often make: I mean, the too great speed at which they attempt to "progress."

And so you have quite an appreciable amount of "this sex-stuff," the "trial marriage" that is interesting the novelists so much these days, and the "mixed friendship" business, and the "absolute freedom in love" and all the rest of it. But do these things pay? Mr. Rossiter is very sure that they do not. Jill is a dear, but after her trial marriage the young man, most unreasonably, is no longer keen to make her his wife. Jack, her sister, turns out to be "not the marrying sort." And their brother, rashly deciding to substitute deeds for words, is only considered "disgusting." You are sorry for the mother who means so well, but . . . . No matter: here is Mr. Rossiter attacking his problem cleanly and boldly and well. He makes his people alive and nobody will quarrel with him for his outspokenness.

❋

MR. MANNING FOSTER has brought out a new edition of his *Auction Bridge Made Clear* (Nash and Grayson: 3*s.* 6*d.* net). It is not surprising to find so useful and concise a guide merrily selling year after year. The "tips" are good, and you can find solutions for just those awkward problems which have a habit of presenting themselves at the most awkward moments. This new edition contains the revised code of laws.

Aviation Sporting Events for 1928

The General Council of Light Aeroplane Clubs has fixed on the following for the year 1928:—

May 5—Filton Aerodrome, Bristol
May 28—Hamble, Southampton.
June 9—Castle Bromwich, Birmingham.
July 6 and 7—Blackpool.

In addition to these official fixtures of the Light Aeroplane Clubs, The Royal Aero Club will hold the King's Cup Air Race on July 20 and 21. There will also be the Aerial Derby and the Aerial Derby Handicap. The R.A.F. Display at Hendon will be held on June 30, and the Air League Challenge Cup Race will take place on August 6.

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Photo by JOAN CRAVEN

Miss Yvonne Arnaud as Mrs. Pepys in the play "And so to Bed."

"—and so to Bed"

". . . . while you sleep, the oils that *Pond's Cold Cream* have left in your skin are feeding the tissues and . . . and . . . (how can I express it?) renewing their youth. Yes, that is exactly what it does—'renews their youth' so that you awake in the morning feeling young, young, young . . . Oh, glorious feeling!"

Miss Arnaud is full of these little bits of beauty-wisdom. Here is another:

". . . . Naturally, when you get tired your face must show it. At these moments *Pond's Vanishing Cream* will be found wonderfully refreshing—you can make yourself look fresh and attractive (even though you don't feel it) in a moment. I always use this delicious cream before I powder."

Before you retire at night, and after exposure to dust and weather during the day, use *Pond's Cold Cream* on the face, neck and hands. Its gentle oils permeate the under-tissues of the skin, bringing to the surface every particle of dust or other impurity which has penetrated deep into the pores, beyond the reach of soap and water. After a minute or two wipe away the cream with a soft cloth, and the skin will be left cleansed, soft, and toned-up.

After every daytime cleansing, finish off with *Pond's Vanishing Cream.* This protects the skin from the coarsening effect of sun, wind and rain, gives it a very beautiful appearance, and forms an ideal base for powder.

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Pond's Extract Co., Dept. 19, 103 St. John St., E.C.1, will send for 2d. in stamps for postage and packing, a sample tube of both creams.

Pond's Vanishing and Cold Creams

An Appeal for the Establishment of Aerodromes and Landing Grounds

By CAPTAIN C. E. WARD

A LIGHT aeroplane can be landed in almost any field of reasonably level surface, and it is most desirable in this country to encourage the establishment of recognised landing grounds which have been properly surveyed and where a scheme for future development is in hand. In the United States, Germany, Switzerland, and a number of other countries abroad, municipal and "county" authorities have provided open spaces which are being developed either as future air ports or as centres for the activities of sporting aviation. In this country nothing had been done until in July last Sir Alan Cobham addressed a circular letter to over a thousand municipalities in the United Kingdom, urging them to secure for future use land in their vicinity which was sufficiently near the centre of population to be useful for business purposes and sufficiently large so that it could be developed into an air port, if necessary. It was pointed out that our prosperity in the past had been secured largely through the enterprise of our seamen, who carried British trade all over the world. In future, communications and transport for passengers, goods and mails requiring speed would be in the air, and if we are to retain our prosperity we must become a nation of airmen. This is not possible without the means for practice within our own country, and it is for this reason that we must give every facility and encouragement to private civil aviation. Practice in flying consists largely of landing on and taking off the ground, so that by providing a large number of suitable landing places all over the country we are encouraging in the best possible manner the development of this country's air sense, through the training of pilots and the movement of machines from one place to another.

Up to date the response to Sir Alan Cobham's appeal has been encouraging, and we have carried out a number of surveys for local authorities to decide which site is most suitable for development. Places visited include Liverpool, Blackpool, Barrow-in-Furness, Leeds, Hastings, Plymouth, Newton Abbot, and a number of others will be visited quite shortly. We know of several cases where landowners themselves have offered the use of sites for landing grounds, and it is hoped that this facility will be granted by many other private individuals to whom the importance of the scheme is apparent. Aeroplanes do not cause undue disturbance amongst horses and cattle, it being a fact that livestock of all kinds get accustomed to the presence of machines very quickly.

An ideal aerodrome, capable of development for all purposes and large enough for every type of machine, should be 1,000 yards square. For light aeroplanes alone a site 300 yards square is big enough, provided it has low approaches on all sides; and although it would be impossible to get a general licence for a landing ground of this size, a number of such aero-

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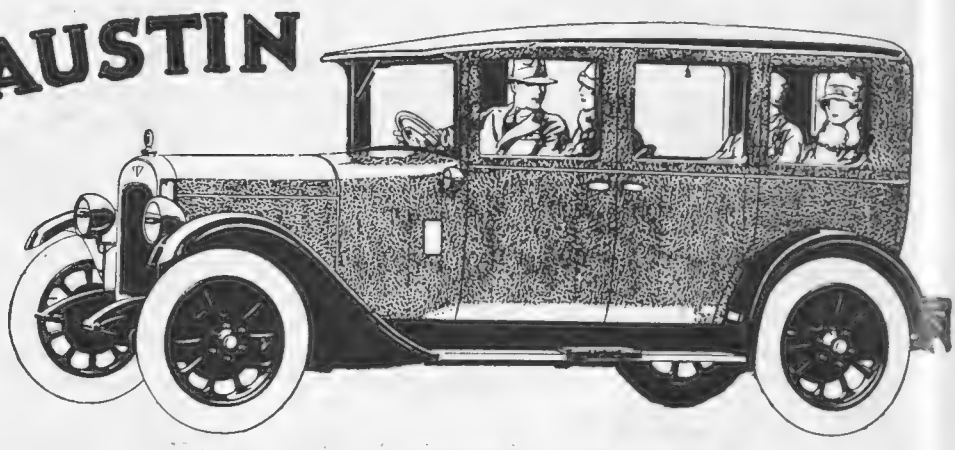

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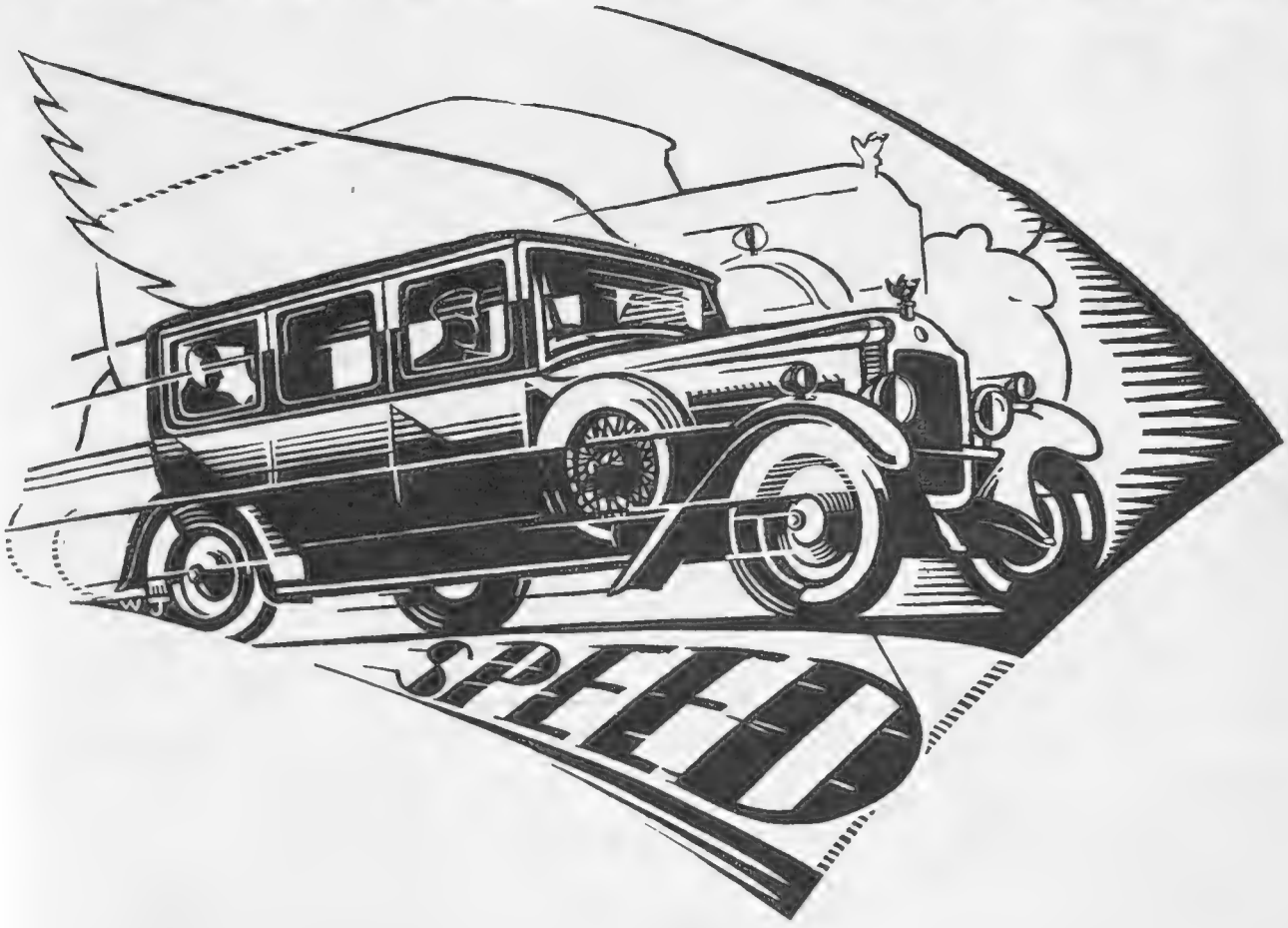

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LONDON DISTRIBUTORS FOR VAUXHALL MOTORS

(Continued from page vi)

dromes throughout the country would be invaluable. Used in this sense, the word "aerodrome" means a piece of land which has been surveyed and declared suitable for use by various types of machines. It is essential that such sites should be kept free from obstructions, but no buildings need be erected in the first instance.

It is an advantage to mark the site with a name by letting into the ground pieces of stone forming letters, which can be whitened from time to time to secure visibility.

The following list includes all aerodromes and landing grounds throughout the country on which official information is available. The names and position of new aerodromes, as they are licensed or thrown open for public use, will be notified in these columns from time to time.

Government-owned Civil Stations Available for Public Use at which Accommodation Exists

CROYDON — LYMPNE (FOLKESTONE) — RENFREW (GLASGOW)

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These are Government-controlled landing grounds available for use in emergency and no facilities exist

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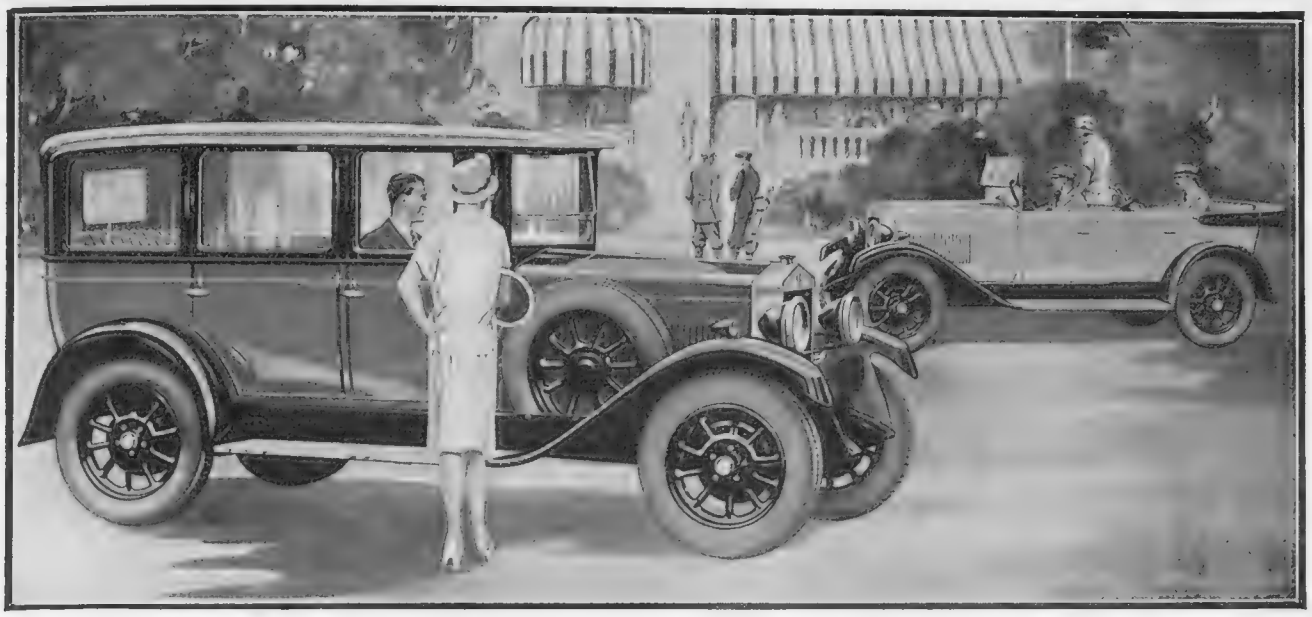

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20 models to select from—each a representative example of Fiat unrivalled engineering practice and highest art of the coachbuilder.

4-cyl.—9 h.p.; 12 h.p.; 15/20 h.p. 6-cyl.—17/50 h.p.; 26·8 h.p.

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FIAT (England) LTD.

By CAPTAIN GEOFFREY DE HAVILLAND, O.B.E., A.F.C.

THERE are many persons who fully realise the attractive possibilities of the privately owned "plane" but are for the moment hesitating over one or two points which seem to require clearing up. Of these points an important one is the question of cost. There is an uneasy idea prevalent abroad that flying must be very expensive. It is one that can be easily dispelled, and by the simple means which must be adopted in clearing up all financial questions—namely, by going into figures.

First as to the cost of the machine itself. The general public still seems to be under the erroneous impression that the purchase of a light aeroplane, such as the Moth, would involve a very considerable sum. Such is not the case. A Moth, ready in all respects for immediate flight—that is, equipped with all necessary instruments, full tool kit, registered and licensed for a year—can actually be obtained for £650. Comparison with the purchase of any high-class car is so far much in favour of the Moth.

The next point to consider is garage accommodation. There is an alternative here. Should the prospective owner already be possessed of a suitably sized field for landing and taking off, then the erection of an ordinary shed will be his only expense on that account, and a shed that will house a car will house a Moth. In the absence of the requisite field, good lock-up garage accommodation is available at any convenient civil aerodrome at from 15s. to 20s. per week. This sum includes the use of the aerodrome, where, it should be remembered, fuel, oil, and service can always be obtained. When landing away from home for the night a shed is not necessary. Your Moth can easily be pegged down and safely covered in a corner of the field in which you have landed.

Now, since we are taking the Moth as our standard, it is necessary to state that the engine with which this machine is equipped, the Mark II Cirrus, is of 30 h.p. by Treasury rating, though, incidentally, it develops as much as 80 h.p., and it is rather more economical than a motor car engine of the same power, as it will be found to give about 20 miles to the gallon of ordinary No. 1 petrol, while oil consumption may be taken at from 500 to 600 miles to the gallon. The Cirrus engine, also, it should be stated, is one of thoroughly robust constitution, and requires only normal attention to keep it running sweetly. Moreover, it will not be until the Moth has flown some 10,000 to 12,000 miles that the owner need consider the need of decarbonising the cylinders and grinding in the valves. As to a thorough overhaul of the engine, this will be needful only after some 35,000 or 40,000 miles. In each case the cost of these duties is about the same as that for a car.

The upkeep of the aeroplane itself is a very inconsiderable matter. There should be practically no expense incurred by renewals. In fact, the only spares likely to be required are new tail skid shoes (costing about 1s. 2d. each) and, very infrequently, tyres and tubes.

There remains the question of insurance. This is a varying item. At the outset the new owner may be asked as much as 20 per cent. of the value of the machine for a year's cover, which may seem a high premium. It must be reckoned, however, that all third-party risks are covered, and, moreover, such a payment may be taken as being about equal to the cost of repairs which might be involved in a minor mishap, such as running into a hedge.

If it's Travel—
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IMPERIAL
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Telephone: Regent 7861
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Bag with short Umbrella for sun or rain.

M1054.—**Vickery's exclusive capacious Holdall Bag,** fitted with short umbrella. Bag 15 × 12 in. Blue, Brown, or Black Polished Leather.

Umbrella only 19 inches.

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STANDARD MODEL filled and complete: Polished Brass, 55/-. Nickel or Black plated, 60/-.
NEW JUNIOR MODEL for Light Cars. Nickel plated only, filled and complete 35/-

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IMPROVED Pyrene TRADE MARK FIRE EXTINGUISHER

Your Car also needs Pyrene TRADE MARK BUMPERS

—"*The Bumper with the leaf-spring buffer.*"
Gives ample protection for radiator, wings, headlamps, and dumb irons, and minimises the danger of accidents in traffic, parking, etc. Fender Guards to match for use at rear of car.
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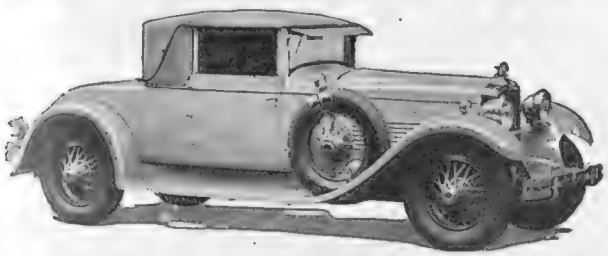
And that is all important! Heretofore, the motor world hasn't paid half enough attention to safety. I want a car with a low centre of gravity, so that it will be almost impossible to tip it over. I must have the sturdiest car, guarded at the side by steel safety running boards that cannot be smashed through, protected by every conceivable safety factor, which includes an equipment of Protex glass that will not fly when broken. Safety glass—always! Nothing will keep me from having the safest car that I can buy.

That is why I choose

THE SPLENDID STUTZ



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15½ days Flight to Australia

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For Third Time in Succession

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Eleven Principal Awards

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Over 80% of all Awards

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MOTOR NOTES

IF you or I were asked to name the leading characteristic of English motor cars the reply would hardly be high speed, but rather comfort. This is not to say that the country which produces Bentleys and Vauxhalls cannot produce a fast car, but our national temperament—which is not without its influence on the design of our motor cars—coupled with our road conditions, calls for comfort rather than speed. Consequently, when we do produce a car that can "do the knots," one finds that it embodies a standard of comfort far above most fast cars of other nations. A sports car of British manufacture is, therefore, not primarily a racing car de-tuned to make it practicable for road use, but a touring car "hotted up" to make it fast. There is a big difference between the two types. The British sports car is, first and foremost, a comfortable touring vehicle, and then reasonably fast. I say reasonably, because it is intended for road and not track; and few of the roads in this country allow of high speed being held for long, while traffic congestion, especially at week-ends, is a further bar to really high speeds.

***

THUS on the British market there are some very fine sports models available. Starting among the large cars, there is the 30-98 h.p. four-cylinder Vauxhall. Many people are under the impression that since the Vauxhall Company started producing its new 20-60 h.p. six-cylinder car the famous "Thirty-Ninety-Eight" has gone out of production. This is by no means the case; this long popular 4¼-litre sports car is as lively and as much alive as ever, the chassis costing £950 and the open four-seater "Velox" £1,150. Then there is the Bentley range, to which has been added this year the powerful 4½-litre four-cylinder. With the Vauxhall referred to this car shares the honour of being probably the fastest standard touring car in the world.

***

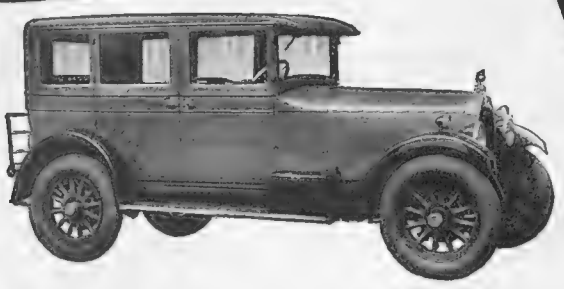
THE Crossley Super Six represents another type of fast car that might be referred to as a semi-sports. The 3,181 c.c. engine being little altered from standard, it is by the fitting of a somewhat lighter body and higher gear ratios that a sporting performance is obtained from this car, the maximum speed claimed being in the neighbourhood of 75 m.p.h. Lower down the scale of size and price there is the M.G. Sports car, the initials standing for Morris Garages, one of the many concerns owned by Mr. W. R. Morris. Thus, while based on the well-known and extremely popular Morris-Oxford, this car is not merely a hotted-up Oxford. The various bodies are designed exclusively for the M.G., while on the chassis, including the engine, there are no less than 55 improvements carried out in order to obtain a maximum speed in the region of 65 m.p.h. and exceptional road-holding capabilities.

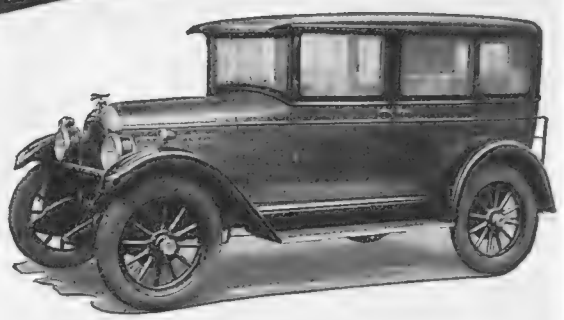
(*Continued on page* xiv)

THE MEETING OF EAST AND WEST

A "Hooper" Open Tourer Rolls-Royce, which is used as a demonstration car by Messrs. Barker and Hooper (Coachbuilders, India) Ltd., of Delhi, photographed in front of the famous Kutab Minar, or Pillar of Victory. The car is finished in pastel strawberry and red, with red leather upholstery and is fitted with Triplex Safety Glass

FOURS AND SIXES IN THE WIDEST POSSIBLE CHOICE





The FALCON-KNIGHT is the WORLD'S lowest priced 6-cylinder SILENT-KNIGHT engined car. The 5-seater 4-door Saloon costs only £350, and there are other models from £315. It has a more startling top-gear performance than any car you have ever driven, yet this power is allied to an equally intriguing capacity for gliding in traffic at 2 m.p.h. Incorporating the most advanced principles of engineering, it is fitted with 7 bearing crankshaft, oil rectifier, air cleaner and thermostat, and is the most economical luxury car ever built.

The WHIPPET 5-seater 4-door Saloon costs but £220, though fitted and furnished with a lavishness of detail usually associated with £350 cars. Its 15.6 engine develops 32 h.p., and ensures an unusual top-gear performance, practically obviating the necessity for gear changing. Its adjustable front and deep roomy seats, 6 winding windows, the safety of Bendix four wheel brakes, and the lasting lustre of cellulose lacquer make the Whippet a car you will be proud to own. It runs 30 m.p.g. of petrol, and is amazingly economical on oil.
The Whippet is also available as a 6-cylinder from £220.

FALCON-KNIGHT SLEEVE VALVE SIX

Roadster, £315.
Saloon, 2-door, £340.
„ 4-door, £350.

Overland Whippet

Tourer, £180.
Saloon, 2-door, £210.
„ 4-door, £220.

WILLYS OVERLAND CROSSLEY LTD
HEATON CHAPEL, STOCKPORT.
London Showrooms:
Overland House, 151-3, Gt. Portland Street, W.1.
Export: Heaton Chapel.
Service: 111, Lots Road, Chelsea.

"De Reszke, of course!"

"Only when I started smoking these divine De Reszkes with the 'Ivory' tips did I know the real pleasure a cigarette tip can give!"

DE RESZKE

Virginias—10 for 6d.

'Ivory'-tipped or Plain

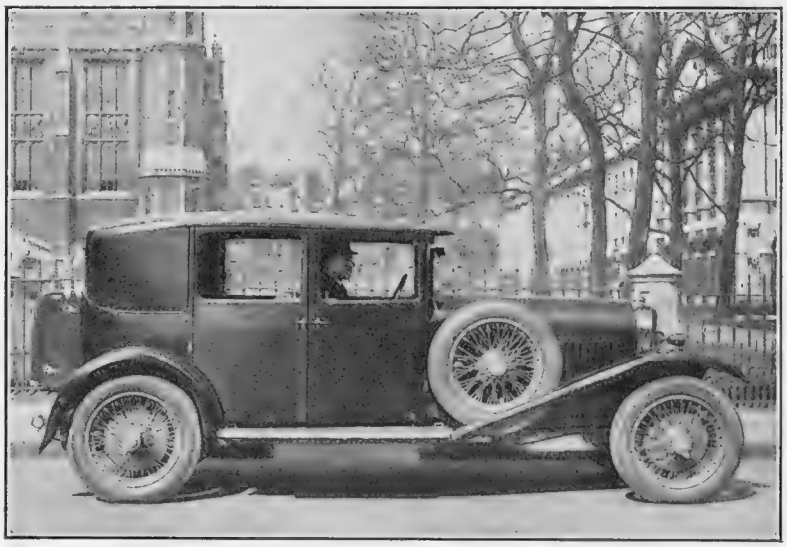
20 for 1/-
50 for 2/6

IF YOU LIKE TURKISH, TRY THE NEW DE RESZKE 'TURKS'—10 FOR 6d.

AMONGST British four-cylinders of 12 h.p. there are two sports cars that demand attention. One is the 12-50 h.p. Alvis, another the Lea-Francis of the same rating. There is a certain charm about a lively Four of 1½ litres that one never quite secures with a larger engine, and these two may be said to furnish it to the maximum degree. Both have four-speed gear boxes, with well-chosen ratios and a right-hand change, exceptionally good steering and road-holding propensities, and are capable of high maximum and average speeds. In addition to their normal 12-50 h.p. sports, the Lea-Francis Company now offer a Hyper-sports of the same capacity, with a special sloping radiator, an extra low fabric body, and a super-charger fitted as standard. The price asked, £495, is comparatively high, but the performance of such a car should be well worth it. One expects to see this car high up in the list of prize winners at the leading events during the coming season.

***

NO model of the Austin car is sold as a sports model by the makers themselves, but the performance of the ordinary Seven is so good that, given an extra light body, it can easily qualify for inclusion in the sports fold. One of the leading coachbuilders, Messrs. Gordon England, Ltd., specialise in light body work for this car, and a standard model two-seater, which they sell under the name of the "Cup" model, has a very good performance for its size, owing to the light weight of the body, which can be lifted on one arm. A newcomer to the ranks of small sports cars is the new Standard Nine, again fitted with Gordon England lightweight coachwork. This has only just come on the market, so that it is early yet to speak of its performance, but standard models are to sell at £225 for the two-seater and £245 for an extremely smart two-door sports saloon. An interesting point is that a supercharger can be fitted at £75 extra.



SPEED COMBINED WITH COMFORT

A new 4½-litre Bentley which has recently been delivered to the order of Mr. George Wilson, Assistant General Manager of Shell-Mex, Ltd. The Weymann body is by Messrs. J. Gurney Nutting & Co., Ltd.

***

A RECENT communique from Paris published in the Press suggests that British motorists, under a new arrangement between the Touring Club de France and the Ministry of Finance, can henceforth enter France with their cars without depositing duty with the Customs or obtaining triptyques or other Customs papers from an approved Club or Association. The Automobile Association is now officially informed that the Touring Club de France knows nothing of any new arrangement with the French Customs. The well-known triptyque system which has been in force for many years remains unaltered.

E. M. WRIGHT.

BRIDGEWATER HOUSE,
SUDBURY,
MIDDLESEX.

TELEPHONES { WEMBLEY 1254. 2170.
TELEGRAMS: POWIS, WEMBLEY.

9th March, 1928.

Dear Sirs,

I am enclosing you herewith a photograph for your inspection, of my car taken after a smash with an omnibus in London on Wednesday last, from which you will see the benefits derived from your glass.

I think it would probably interest you to know that my wife who was sitting in the back seat at the time of the accident, received a very severe shock, although she was luckily not injured owing to your glass.

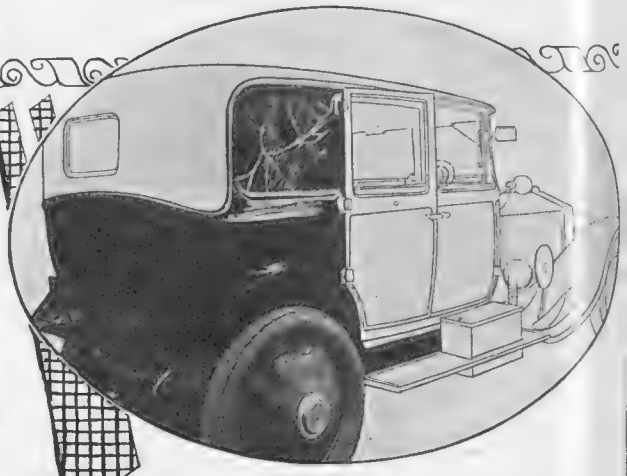
The omnibus skidded and went into the back of the car with a terrific blow and as you will see from the photograph, smashing the body and wings . . . . . and I am sure the life of my wife was saved owing to the use of your glass, as otherwise she might have been disfigured for life, if not killed.

I personally think that all saloons should be glazed with your glass as a factor of safety to life.

Yours faithfully,

R. H. Powis

Messrs. Triplex Glass Co., Ltd.,
Albemarle Street,
W.



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Fit "Triplex" REG'D and be Safe

The Triplex Safety Glass Co., Ltd.,
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The Triplex Safety Glass Co. of North America, Inc.,
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IT WAS A Hillman FOURTEEN

THAT Major SEGRAVE CHOSE

At the Motor Show, Major Segrave, looking for the ideal medium-powered car, bought a Hillman Fourteen. He has since written expressing his great appreciation of the Hillman, which he describes as " having those desirable qualities of strength, durability and good appearance so lacking in many cars of moderate price."

The Safety Saloon shown above has Triplex glass throughout, 4-wheel brakes assisted by Dewandre Vacuum Servo, Lucas dipping Reflectors and other extra equipment. In Blue, Nutria or Maroon £375

Other Models from £295.

Catalogue " B " will be sent on request.

LET YOUR CHOICE BE Hillman FOURTEEN

THE HILLMAN MOTOR CAR COMPANY LIMITED COVENTRY

Particulars of the special Export models can be obtained on application to the world exporters :—

ROOTES LIMITED,

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Teach your child the Common Sense of powder for the teeth

Calvert's for Dentures too

Use powder—dry powder—to burnish and freshen your denture. Common Sense tells you this, and tells you it must be Calvert's because Calvert's is so smooth it cannot scratch the gold.

Have you met old Common Sense? He is a character from the Treasure Cave Booklet. Ask your chemist for a copy when you buy your next tin of "Calvert's."

Explain it, Mother, like this; that teeth are just like hidden treasure that will be lost if not kept clean; that of all forms of cleanliness a bright polish is the cleanest.

Explain why nothing polishes like powder—just because it is *dry*, and dryness is the secret of polishing. Especially Calvert's—powder so smooth that it cannot scratch even the delicate enamel of first teeth; powder blended with a healthful antiseptic and so wonderfully refreshing that kiddies delight to use it.

Calvert's CARBOLIC Tooth Powder

The Common Sense Dentifrice

SOLD EVERYWHERE in 6d., 1/- & 1/6 TINS

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(AT THE TOP OF REGENT STREET)

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Unique centre for excursions in the French Alps.

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THE SPA OF ELEGANCE AND SPORT.

AIX-LES-BAINS

ITS HOTEL DE LUXE.

REGINA BERNASCON

The rendezvous of International Elite.

AIX-LES-BAINS

Smartest French Resort

The leading-Hotels in unique situation:

SPLENDIDE-ROYAL

and in centre of Town, near the Casinos

HOTEL EUROPE

SPECIALLY REDUCED PRICES APRIL, MAY AND JUNE

Fashion's Fancies

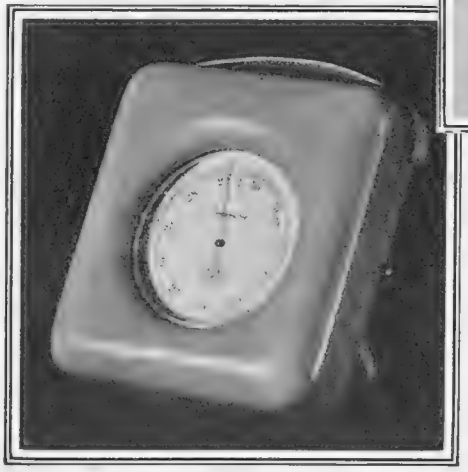
By CYNTHIA

This Flying Business

EVEN now the number of women pilots is by no means negligible, and, judging from the success of those who have recently undertaken non-stop flights, is likely to be considerably increased in the near future. Everyday travelling by "Airways" is taken more as a matter of course; on the Continent, indeed, every principal town is provided, almost automatically, with an air port. Equipment for flying is, needless to say, all-important, but there must obviously be a very marked difference between the kit and impedimenta suitable for the long-distance flight of the record-breaking variety, across, say, the Atlantic, and the short or medium distance pleasure trip, undertaken when weather and season are favourable. On the former everything must inevitably give way to the consideration of weight, measured not in pounds but in ounces (!), whilst on the latter there is ample scope to travel in appreciable comfort, both with regard to baggage (within reasonable limits!) and to the various articles that conduce to the interest of a flight—binoculars, camera, well-fitted map case, aneroid barometer, etc.

An aeroplane mascot in white metal or enamel and silver that has a back plate on which an inscription can be engraved. (Vickery)

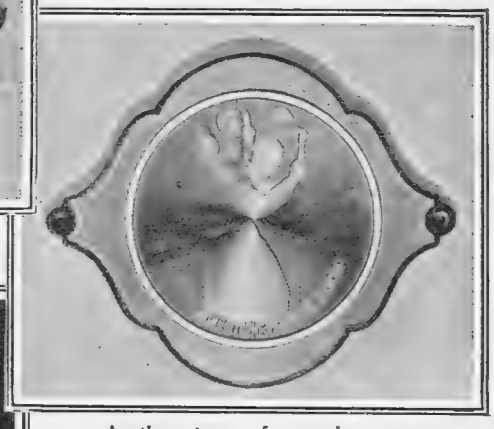
Up-to-date aircraft have for mascots portraits of St. Christopher, the Patron Saint of Flying. (Messrs. J. C. Vickery, 145, Regent Street, W.)



An altitude recorder in a pigskin case that will add to the interest of a trip by air. (Vickery)

Photographs *Underwood*

Two smart pilot suits, carried out in Burberry Burella, thoroughly wind- and water-proof. The Schneider helmets match, of course, the leather coat (unillustrated) that completes the outfit. (Messrs. Burberry, Haymarket S.W.1)



Another type of aeroplane mascot, carried out in enamel and silver and measuring five by four inches. (Vickery)

Correct Flying Kit

IT is no surprise that Messrs. Burberry, Haymarket, S.W., whose name has long been associated with all that is correct in sports clothes, should turn their attention to flying kit. Two of their pilot suits are shown here, carried out in Burberry Burella, thoroughly wind- and water-proof, and obtainable in practically all colours. Both coats and breeches are cut on easy lines to allow of extra garments being worn underneath. Note the special boots, gauntlet gloves, wool lined, and, of course, the Schneider helmets. These latter match the leather coat (unillustrated) that completes the outfit; one new Burberry model, specially designed for flying, being made in brown oil-dressed leather, with a Nutria collar, and another, of red glazed leather, has a collar of white fur. This kit is also suitable for motor racing.

leather, in various colourings, with fitch collar and cuffs, and lined with light-weight kasha. Another new Aquascutum model is carried out in reversible Scotch vicuna, in colour schemes that include brown and orange, saxe and navy, grey and black and white, etc. And for a third, also reversible, a tartan-backed rug has been cleverly adapted, with the fringe used as a trimming.

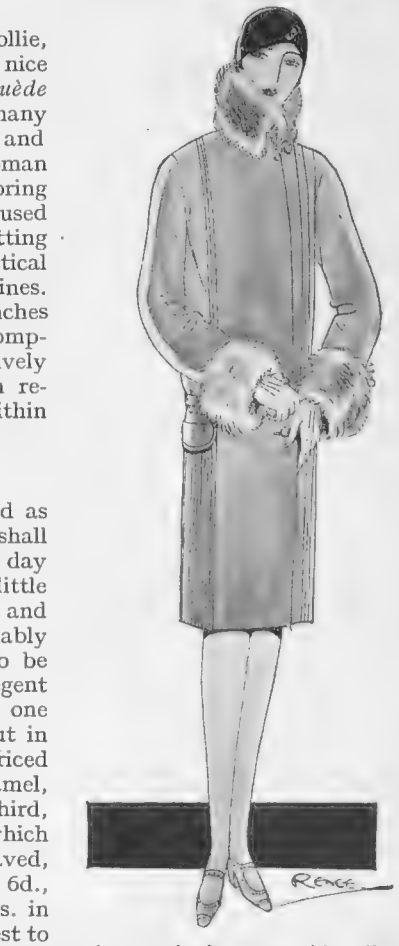
Leather Craft suède gazelle carries out a practical pilot's suit, complete with breeches cut on smart, masculine lines. (Leather Craft, Malvern. London Branch: 169, Sloane St., S.W.)

The Charm of Suède Leather

"SOFTER than velvet, lighter than a woollie, brighter than silk," are some of the nice things the world says about Leather Craft *suède* gazelle, that combines, moreover, with its many other virtues the quality of being wind- and weatherproof. So, needless to say, modern woman finds it ideal for sports wear, including motoring and flying. In the sketch shown here it is used for the smartest of pilot's suits, the coat fitting high to the neck and completed with practical pockets, the breeches being cut on masculine lines. Leather Craft, Malvern, have London branches at 169, Sloane Street, S.W., and 15 to 17, Brompton Arcade, Knightsbridge, and their attractively illustrated catalogue, which will be sent on request, brings their delightful garments within reach of those in every part of the country.

Aeroplane Mascots

IT is St. Christopher, who has been adopted as the patron saint of flying, "for whoever shall behold the image of St. Christopher on that day shall not faint or fail," and the artistic little plaques that can be screwed on to machines and are flush with the side of them, almost invariably bear his portrait. A selection of these is to be found at Messrs. J. C. Vickery's, 145, Regent Street, W. Of the three photographed, one measuring five by four inches and carried out in silver and enamel, in various colours, is priced at £3 18s. 6d.; another, also in silver and enamel, measuring $2\frac{1}{2}$ by $1\frac{3}{4}$, costs 27s. 6d.; and a third, that slides open, to disclose a back plate, on which an inscription can be engraved, can be purchased for 18s. 6d., in white metal and £3 10s. in silver. Much else of interest to the Flying Contingent is also to be found at Messrs. Vickery's. A thermos flask, sandwich case, or an ultra-portable luncheon basket, for instance, are likely to add considerably to the amenities of a trip, for it is only on some of the aircraft run by Imperial Airways that food is served *en route*. And by air, as well as by road or rail, a warm travelling rug is always a pleasant travelling companion, likewise an air cushion, which will very considerably lessen the vibration contingent on air travel—a mode of transportation that will very shortly become much more universal.

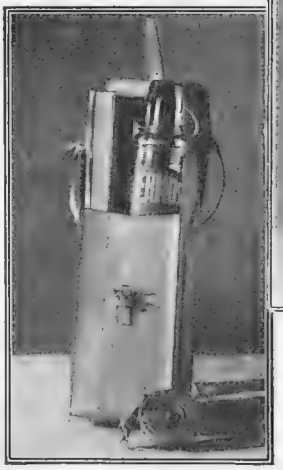


A nappa leather coat, with collar and cuffs of fitch and lined with light-weight kasha—ideal for travel by road or air. (Aquascutum Ltd., 100, Regent Steet, W.)

Surely the smallest leather luncheon case ever made. (Vickery)

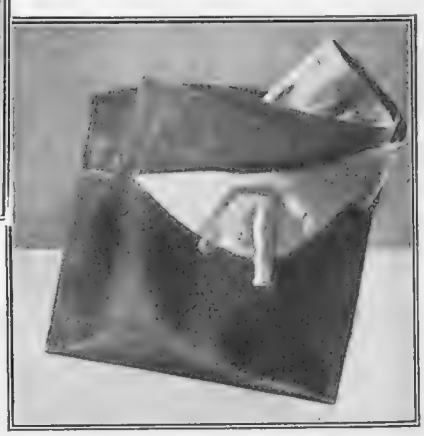
All Occasion Travelling Coats

WHETHER the early Spring Traveller proceeds by rail, road or air, a coat that is warm, light in weight and has a smart appearance is essential to her comfort, and at Aquascutum, Ltd., 100, Regent Street, W., she has a wide range of choice. There is the coat, sketched on this page, for instance, of nappa



A thermos and sandwich case combined. (Vickery)

A Jaeger camelhair rug in a leather case. (Vickery)



An air pillow, complete with case. (Vickery)

Photographs by Underwood

THE LOVABLE FRAGRANCE

OF ALL CHEMISTS,
COIFFEURS & STORES

YARDLEY'S
Old English
LAVENDER

Perfume of youth, as fresh and lovely as the wind-swept rain-cleaned atmosphere of the English countryside.

And how delightfully refreshing is a little applied to the temples when tired and headachy, or a few drops in the hand-basin or bath.

Per Bottle - - from 3/-
Decanters from 21/-

YARDLEY
8 New Bond St LONDON

Here's the Way
to polish up dull teeth

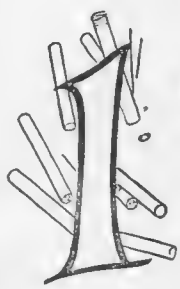
Dental Authorities advise it—Film Stars use it

MODERN dental science now has found a way that restores "off-colour" teeth to clearness, that gives toneless gums a healthy coral tint.

Famous film stars use this way before going on a scene. That's why film smiles glisten so. Leading dentists urge it widely. For it protects the teeth and firms tender gums. It is called Pepsodent—a new type toothpaste that works by removing from teeth the dingy film coat that old-time dentifrices did not clear off successfully. That's why brushing has failed you.

Run your tongue across your teeth and you'll feel that film. A slippery coating that absorbs discolorations and keeps your teeth "off-colour," that is a potential source of most tooth troubles. Remove it and you will be amazed at what you see. Discard old ways now. Get Pepsodent from any chemist — to-day.

Pepsodent
MARK TRADE
The New-Day Quality Dentifrice
Endorsed by the World's Dental Authorities
2009



One Cigarette Too Many

One cigarette beyond the limit and your throat begins to assert itself—goes hot and dry and irritates. Now is the time "Allenburys" Glycerine and Black Currant Pastilles prove such a boon. In a pleasant, soothing manner they remove all irritation and your throat again becomes normal.

Try them. They are Delicious.

Your Chemist stocks them.

Packed in distinctive tin boxes containing.

2 oz. - 8d.
4 oz. - 1/3
8 oz. - 2/3
1 lb. - 4/3

Allenburys
Glycerine & Black Currant PASTILLES

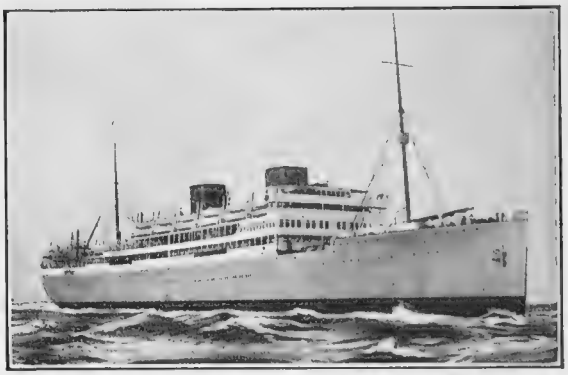
Allen & Hanburys Ltd.,
37 Lombard Street, London, E.C. 3

An Hotel in Savoy

For years past the Hôtel Bernascon at Aix-les-Bains has been a favourite *pied-à-terre* for visitors to this beautiful resort in Savoy. Its situation is unique, commanding as it does magnificent views over the Lac du Bourget and Mont Revard, and being within easy reach of the thermal establishment, the Casino, the lakes, and the town. The hotel is famous for its high standard of comfort, its beautiful gardens, and its facilities for tennis, dancing, etc. A new garage has just been built guaranteeing the best of accommodation and attention to the cars of visitors.

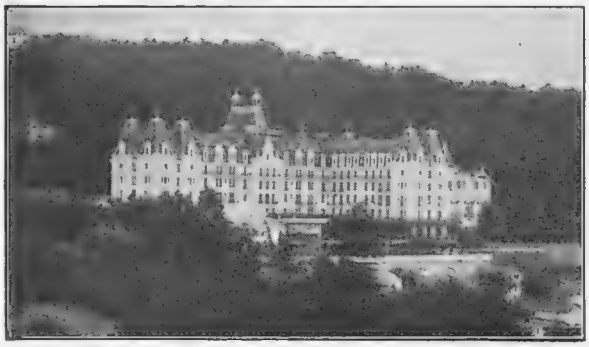
Holiday Cruises

The Union-Castle Mail Steamship Co., Ltd., have once again arranged a very attractive programme of summer tours. These include a special summer tour to South Africa by the R.M.S. "Walmer Castle," which leaves Southampton on June 8 and reaches Capetown on June 25, Algoa Bay June 28, East London June 30, and Natal July 1. The 1st class return fare to Natal is £90, £60 and £30 being the 2nd and 3rd class return fares. The 1st, 2nd. and 3rd class return fares to Natal are £100, £67, and £35 respectively, whilst those to Algoa Bay and East London are slightly less. Passengers can return by the "Walmer Castle," which leaves Natal on July 5, or by the "Kenilworth Castle," which sails a week later. There are also tours which leave London fortnightly for Antwerp, Rotterdam, Hamburg and back, and also a series of tours to Madeira or the Canary Islands. Full particulars of all tours are to be had from the Head Office, 3, Fenchurch Street, E.C.3, the West End office, 125, Pall Mall, or any of the branch offices.



"CARNARVON CASTLE"

The Royal Mail motorship "Carnarvon Castle," 20,063 tons. It is one of the finest vessels in the Union-Castle Mail Steamship Company's fleet



THE HÔTEL BERNASCON, AIX-LES-BAINS

An Aviation Journal

Those who are mildly interested in flying, as everybody is in these days, but now wish to follow the development of the new sport more closely, will find much information in *The Aeroplane*, a paper which was started in 1911, and is published weekly at 6d. Every new type of aircraft, from the biggest air-liner down to the smallest light aeroplane for the private owner, is described and illustrated in detail immediately it appears. And as there is so much being done with light aeroplanes in these days a goodly proportion of the paper is given to this class of craft. New types of engines and accessories for commercial and sporting machines are always described as soon as they are produced. Special articles, and even special issues, are given to important flying races and to speed contests. Thus it is possible through *The Aeroplane* to keep in touch with latest developments.

The Household Brigade Golf Meeting

The second Annual Meeting, which is open to all Officers who have served in the Brigade of Guards, will be held at Roehampton Club on Tuesday and Wednesday, April 24 and 25. Entries and remittances must reach the Assistant Manager, Roehampton Club, Roehampton Lane, S.W.15, by 9 a.m. on April 20, 1928.

W. HEATH ROBINSON'S IMPRESSION OF RANSOMES' MOTOR MOWERS.

"THE HOUSEWIFE"

ONE OF THE LATEST TYPES OF MOTOR LAWN MOWERS FOR ENABLING THE HOUSEWIFE TO CARRY ON WHILE MOWING THE LAWN.

RANSOMES, SIMS & JEFFERIES, LTD., ORWELL WORKS, IPSWICH.

A simple way to stimulate your Overseas Trade

Advertisers in "The Bystander" are reminded that "The Bystander" enjoys a very large circulation abroad. It is therefore advisable that the advertisements in "The Bystander" should contain something in the nature of an Invitation to Overseas Buyers in the form of particulars of special packing for transmission abroad, suitability of the article for use abroad, varieties recommended for specified climates, etc., according to the nature and appeal of the advertised article.

Rare Secrets of Beauty

By MIMOSA.

Many of my readers have written me inquiring about the merits of various preparations they have been using. It is impossible for me to answer such queries here. In general, my advice to women who wish to retain, or regain, their youthful appearance is to avoid the usual cheap made-up preparations. Nature provides many first-hand "beautifiers," and the best results come from using original ingredients. Many of the things I advise involve no expense whatever; the others can be procured from any reliable chemist. If he does not happen to have what you want he can quickly procure it from his wholesaler, if you insist, and you should insist. The smart, dainty woman these days wants to know what she is using.

"Liver Spots and Freckles."—It is not necessary to go to an "institute." Liver spots (sometimes called moth patches), freckles, and other discolorations resulting from an inactive skin, may be removed safely and easily by using Mercolized Wax. It is not at all unpleasant. You apply it at night as you would cold cream and it dissolves or absorbs the minute particles of discoloured scarf skin, leaving the newly-revealed complexion underneath, free from blemishes.

"Lip Rouge."—The liquid rouge will make your lips dry and sensitive. Get a stick of soft prolactum, it will give the lips the colour they need and protect them from the wind when you are motoring.

"Cold Cream *v.* Soap."—The constant use of grease on the face is liable to cause a growth of hair and I think a real wash is frequently necessary for both health and comfort. I personally use Pilenta soap. It is free from that excess of alkali which is the objection to many toilet soaps. If your skin is easily irritated, you will find this soap more soothing than a cold cream which leaves the pores clogged with grease.

"Patchy Eyebrows."—To make your eyebrows and lashes grow thicker and darker, apply Vanaline to them every night with the finger tips.

"Vanishing Cream."—I do not know the preparation you mention, but there is nothing so delightful as the natural allacite of orange blossom. It answers the purpose of a vanishing cream and holds the powder perfectly. I know no made-up cream to equal it. Its natural fragrance is delightful.

"Weak Nerves."—First of all you must bear in mind that each of the millions of cells which make up our nervous system needs food, otherwise it starves. Weak nerves are starved nerves. Ovax tiny tonic tablets keep your blood pure and rich in nerve-strengthening elements. Give them a trial.

"Undeveloped Figure."—Three or four cocoanuts taken each day after meals will develop those graceful curves which lend womanhood its truest charm. Any chemist will supply them, and the bud—arrested in its growth by lack of glandular vitality—will blossom anew and you will become the woman nature intended you should be.

"Dandruff."—I told you to get pure colliandum. The lotion you bought is merely chalk dyed with some dye and is injurious. Just get colliandum and apply with the finger tip or brush provided. It is perfectly harmless and leaves a natural colour that cannot be detected. Rouge is too obvious.

"Frequent Shampoo."—Your hair should be washed every two weeks. The best shampoo is a teaspoonful of stallax in a cup of hot water. The glossy fluffy after-effect is really quite remarkable. It makes the hair appear thicker and slightly wavy and leaves a suggestion of the natural perfume of stallax.

"All Day Powder."—You can get the desired "bloom" by using a solution of cleminite. Dissolve one ounce in four ounces of water and apply it to the face, arms and neck, rubbing it until it is dry. The effect of a natural bloom will last all day or all the evening, without renewing. It is not obvious, like powder, and lasts under the most trying conditions.

"Bearded Lady."—Your trouble is not as serious as it seems. Caustic depilatories are always risky to use on the face as they frequently cause irritation and sometimes permanent disfigurement. Sipolite cannot injure the most sensitive skin, being specially suitable for removing hairy growths from the face. Get about half an ounce from the chemist's and mix a little into a paste with a few drops of water.

"Healthy Slimness."—The most convenient method, and at the same time the most efficient for the fat person to adopt, is to obtain a few Clynol Berries from the chemist and to swallow one after each meal. They quickly and easily remove all traces of excess fat without exercises, starvation diet or other weakening methods.

[ADVT.

Feed your children on Oxo stews and gravies

Oxo stews, broths, and gravies are of the utmost value for children. They are most nourishing and can be prepared in a few minutes.

Children thrive on Oxo. It's Beef they want. Beef builds up firm flesh and muscle, and lays the foundation of a sound constitution. The rich beef-juices of Oxo are digestives of the utmost value.

Oxo contains Vitamin B

This natural substance is of extreme importance for satisfactory nutrition. It stimulates the appetite and regulates the digestive processes. It promotes growth in children and is of great value in maintaining the warmth of the body.

Anchovy Eggs — Halve 3 hard boiled eggs lengthways, pound the yolks with 2 ounces butter, lemon juice, seasoning, 1 Oxo cube sliced and dessertspoonful Anchovy sauce. Return to the whites and serve on fresh green salad, garnish with tomatoes.

Oxo Cookery book FREE
Write Oxo Ltd. 2 Thames House, London, E.C.4

OXO

The Goodness of Beef

A 17

VARICOSE VEINS VANQUISHED

Marvellous Success of 'Spiralese' Seamless Supports

Our 20 years' experience in treating Varicose veins proves the undoubted superiority of "Spiralese" Seamless Supports over anything ever offered to sufferers. They are made to measure, but at 50 per cent. less than the cost of ordinary Elastic Hosiery.

Avoid the great danger of bursting Veins, Ulcers, Eczema, etc., caused by wearing ill-fitting Bandages and Ordinary Elastic Stockings. Do away with unsightly and uncomfortable appliances. "Spiralese" is almost invisible beneath silk stockings.

Send to-day for FREE BOOKLET describing the "Spiralese" treatment

BEASLEY
SURGICAL APPLIANCES,
Dept. 402,
26, Charing Cross Road,
London, W.C.2.

Said the duchess to the debutante

"How you modern girls stand the strain I don't know! You haven't even the patience for a spa treatment." "That," interrupted the deb., "is where we moderns have you. I take my spa cure at home—just a wineglassful of Rubinat Llorach on occasional mornings keeps me as fit as any seasonal visit to the Continent. And why shouldn't it?"

RUBINAT-LLORACH
NATURAL APERIENT WATER

is bottled direct from the famous Pyrenean mountain spa. It is perfectly natural treatment for gout, rheumatism, dyspepsia, stomach, liver and kidney troubles. Prices 3 6 per 1-litre bottle or 2/3 ½-litre. From all good chemists and stores, or direct from

EVERETT & CO.,
106, Fenchurch St., London, E.C.3

The MENU

A SEASONABLE DINNER

Shrimp Cocktails or Manhattan Cocktail.
Clear Soup.
Tranches de Saumon. Sauce Piquante.
Forequarter of Lamb. New Potatoes. Creamed Spinach. Asparagus.
Fruit Salad with Whipped Cream.
Cheese and Tomato Toast.

Shrimp Cocktails

Put into the bottom of some cocktail glasses (according to the number required) a dessertspoonful of tomato sauce, cover the sauce with picked shrimps, and then add a dessertspoonful of Worcestershire sauce, in which a few drops of Tabasco pepper sauce have been added. The latter is an American sauce, and gives the requisite hot flavour to the cocktail.

Manhattan Cocktail

Fill tumbler or shaker with chipped ice, put in four drops of Angostura Bitters, add half a liqueur glassful of vermouth, half a wineglassful of whisky. Stir or shake, and place a small piece of lemon on the top.

Tranches de Saumon—Sauce Piquante

Take two or three slices (according to numbers) of salmon, not quite an inch in thickness, and lay them in a marinade composed of oil, salt, lemon-juice, and herbs for an hour. Then place the slices of salmon on an oiled gridiron and broil over a clear fire or the gas-grill. Serve with the following sauce: Prepare some mayonnaise sauce, adding to it a small quantity of French or ordinary mustard, a few minced gherkins, a teaspoonful of anchovy essence, and a small quantity of chopped chives or spring onions. This sauce is served cold.

Fruit Salad

Make a syrup by boiling three-quarters of a pint of water, ¼ lb. of castor sugar, and the juice from a tinned pineapple. Cut the pineapple in slices and put into a bowl with two oranges in quarters, two bananas cut up and a few grapes. Pour over the syrup when it is nearly cold, and serve with cream.

Cheese and Tomato Toast

Rub one large ripe tomato through a sieve. Grate 2 oz. of cheese, add a little cream or yolk of egg, a pinch of salt, sugar and pepper. Make it very hot and serve on rounds of toast.

Emilia.

THE BYSTANDER

6, GREAT NEW STREET, LONDON, E.C.4.

Telephone: Central 7511

SUBSCRIPTION RATES

For 12 months. (Including Christmas No.)		For 6 months.		For 3 months	
U.K.	£3 3 0	U.K.	£1 11 6	U.K.	15s. 9d.
CANADA ..	£3 1 0	CANADA ..	£1 10 6	CANADA ..	15s. 3d.
ABROAD ..	£3 7 6	ABROAD ..	£1 13 9	ABROAD ..	17s. 0d.

In all cases including postage.

POSTAGE RATES

INLAND 2d. CANADA & NEWFOUNDLAND 1½d. FOREIGN 3½d.

FASHIONABLE WOOLLEN STOCKINETTE JUMPER SUITS

JUMPER SUIT in wool stockinette with trimming of fancy stockinette in multi-coloured check pattern. In a large variety of colours.

SPECIAL PRICE

94/6

Sent on approval.

SCHOOL OUTFITS.

We have made a special study of School Outfits for Children and Young Ladies, and all orders are carried out by a well-equipped staff of assistants, who have a thorough and practical knowledge of school requirements.

Debenham & Freebody
(DEBENHAMS LIMITED)
Wigmore Street.
(Cavendish Square), London, W.1

Harvey Nichols of Knightsbridge

PRACTICAL MILANESE UNDERWEAR

Hosiery Department, Ground Floor.

An Exclusive Set *of pure silk milanese, effectively trimmed double georgette appliquéd into dainty design, hemstitched and embroidered in self colour. In White, Pink, Cyclamen, Peach, Coral, Apple Green or Nude.*

Vest Price
21/9

Knicker Price
24/9

HARVEY NICHOLS & CO., LTD. KNIGHTSBRIDGE, LONDON, S.W.1.

Why Perpetuate the Dole?

EVERY YEAR we spend on the unemployment dole a sum equal to a shilling in the pound Income Tax.

Why help to perpetuate this unnecessary and unsound expenditure by importing foreign motors? In 1927 we imported no fewer than 16,000 motor vehicles from the United States alone. And yet the British motor is unsurpassed in all the world for value, and each vehicle built keeps on an average one British engineer employed for one year.

Help to knock that shilling in the pound off your Income Tax.

BUY A BRITISH MOTOR

for private or commercial use

A British Motor is a car or a commercial vehicle made entirely in the British Isles of British materials, fitted with British-made tyres and accessories, and completed with a British "finish."

The "Ballater"

. . . a popular Highland Costume for Girls from 6 to 17 years, comprising Tartan Kilt, which is tailor-made in true Scottish Fashion, Fine Cashmere Jersey, which may be Green or Red, Tartan Tie, Black Stockings and Buckle Brogues.

Price for 11 years, as illustrated:

KILT	£2 5 0
Royal Stewart, Hunting Stewart, Red Fraser, Red Robertson, MacGregor, Gordon and Douglas Tartans	
Jersey	14 6
Tie	2 6
Stockings	3 6
Brogues	13 6
	£3 19 0

5/- extra for other Clan Tartans apart from those detailed above.

Send for a copy of Paisleys Highland Book containing beautiful coloured illustrations of the various Highland Costumes—an authentic guide to the correct styles. It also contains a full list of Clan Names, Septs and Dependents, in addition to a detailed price list of 12 pages. POST FREE.

Paisleys
LTD.
Highland Tailors and Outfitters for 70 years.
72–96, Jamaica Street,
GLASGOW C.1

A good Raincoat is an essential of every woman's outfit and it is equally essential to see that it is kept smart and *weatherproof*. We clean and re-proof all makes of Raincoats by particularly efficient processes for the modest charge of 7/6. And this includes re-tinting, too.

Achille Serre Ltd

Head Office and Works:
Hackney Wick
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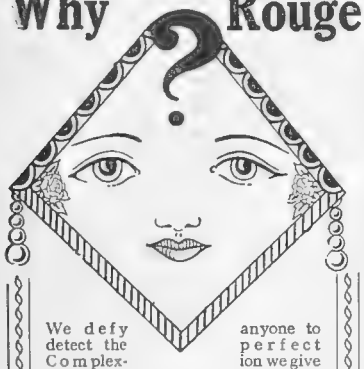
BRANCHES AND AGENTS ALMOST EVERYWHERE

R.24

Wave and Curl
Hindes Hair Wavers
Shingled Hair

Why Rouge



We defy anyone to detect the perfect Complexion we give to any skin from the natural colouring.
The tinting is everlasting, and soaps, preparations, etc., cannot affect it, making all "make-up" entirely unnecessary.
We tint Cheeks, Shade Eyes, Shape Lips, Whiten Noses and remove all Skin Blemishes, Wrinkles, etc., giving you your naturally maidenly charm again. Our treatments are the result of 25 years' experience and study, and are perfectly harmless, painless and hygienic. Think of the morning how charming to awake and find yourself reflected beautiful and perfect.

Consultations and advice without any obligation whatever. Results can be seen. May we send you our brochure "Why Rouge"?

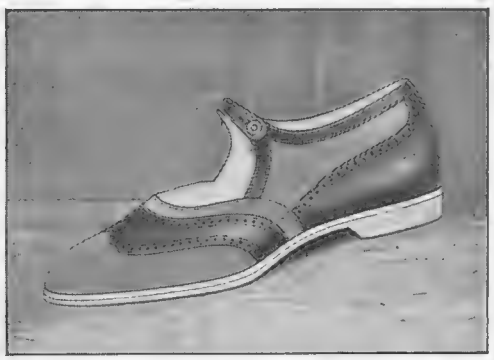
Permanent Complexion Tinting
41, New Bond Street, W.1.
Telephone: Ambassador 9726.

Harvey Nichols of Knightsbridge

Smart Sports Shoe *in white Moch Buck, trimmed Tan leather Sorbo heel*

Price ***23/9***

Also in Grey or Brown at ***25/9***



The Comfy Slipper *in leather with elevated heel, in Green, Blue, Red, Purple, or Black Patent Leather.*

Price ***23/9***

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, LONDON, S.W.1

OBESITY

THYROID GLAND ANTI-FAT PILLS quickly remove all superfluous adipose tissue accumulated in the cells of the system, bringing stout men or women to their normal weight, at the same time giving vigour, new life, vitality, strength, and nerve force. This standardised treatment, double strength (sufficient for four weeks), sent on receipt of 10/- post free. Only obtainable from—

MARTIN, Herbalist, 10, Welford Rd., Leicester (Box 89)

RELIEVES COLDS PREVENTS "FLU"

VAPEX
INHALANT

STERILISES THE HANDKERCHIEF POCKET

AN "extra" service which "Vapex" renders the user is that it kills the germs which lurk and multiply in the dark corners of the handkerchief pocket. The handkerchief is also sterilised and does not cause re-infection every time it is used.

All Chemists, 2/- and 3/-

THOMAS KERFOOT & CO., LTD.,

Peace of Mind

Under Woman's Most Trying Hygienic Handicap

Enjoy peace of mind under the most trying of hygienic handicaps—utter and absolute protection, plus an end for ever to the embarrassing problem of disposal.

By HILDA V. ADAMS, *Registered Nurse*

SHEER frocks and gay gowns under difficult hygienic conditions used to present a serious problem—women thus were handicapped, both socially and in business. But to-day, to the modern women, they come as the merest incident.

The old-time method, hazardous and uncertain, has been supplanted with a protection that is absolute. Wear lightest, filmiest things, dance, motor, go about for hours without a moment's thought or fear.

Kotex—what it does

Unknown a few years ago, 8 in every 10 women in the better walks of life have discarded the insecure ways of yesterday and adopted Kotex.

Filled with *Cellucotton* wadding, the world's super-absorbent, Kotex absorbs 16 times its own weight in moisture. It is 5 times as absorbent as the ordinary cotton-wool pad. It discards easily as tissue. No laundry—no embarrassment of disposal.

It also thoroughly de*odor*izes, and thus ends *all* fear of offending.

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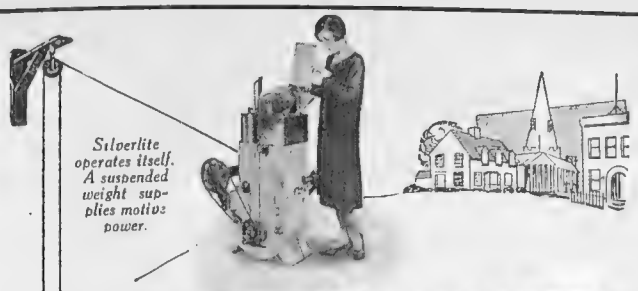

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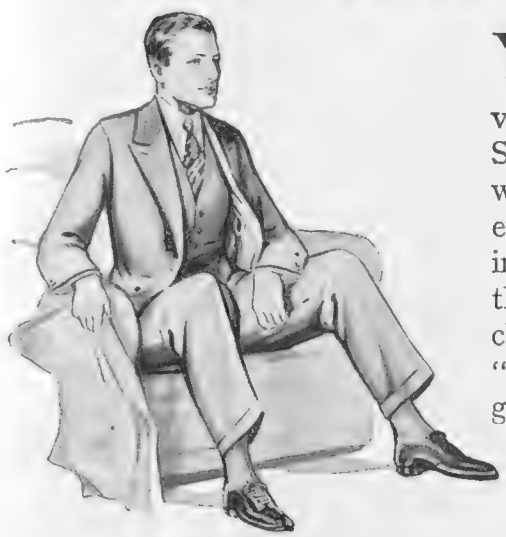

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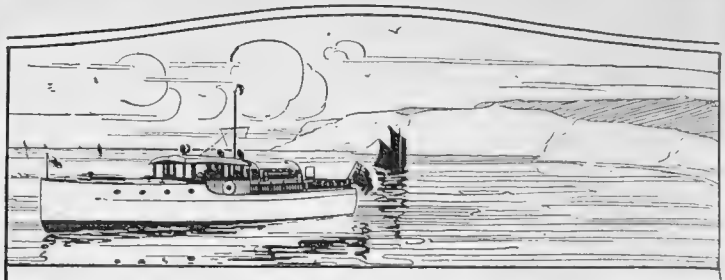

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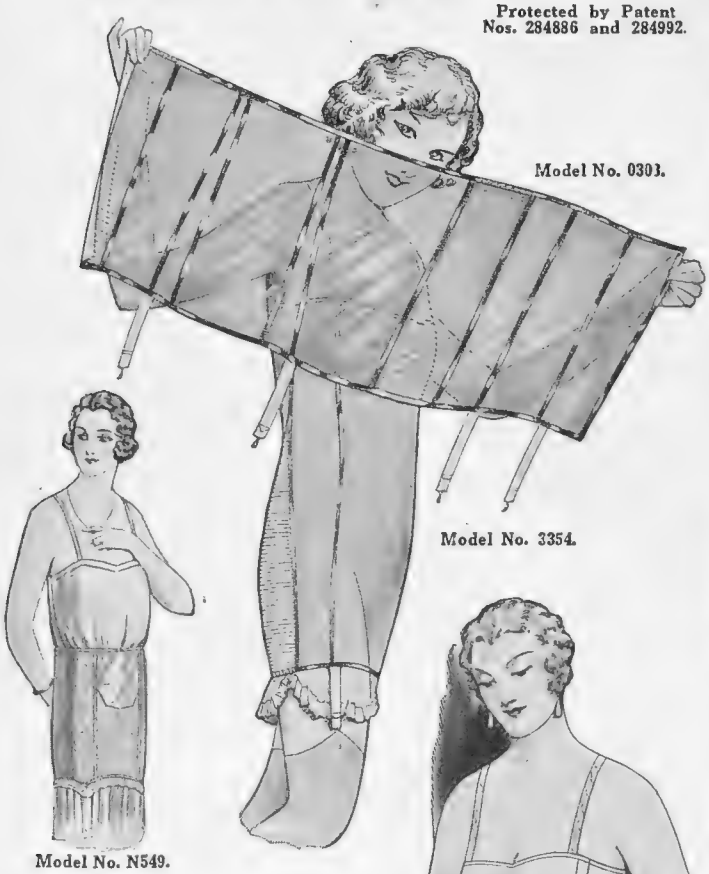

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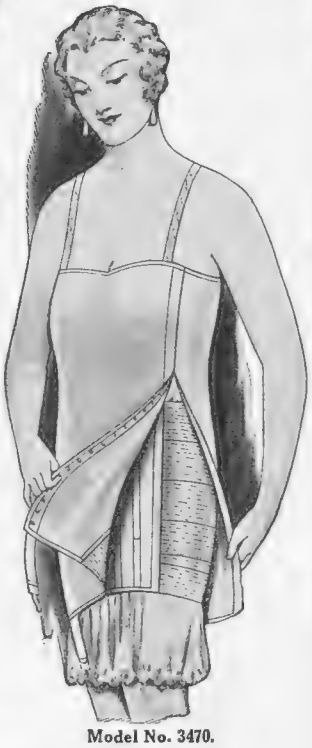

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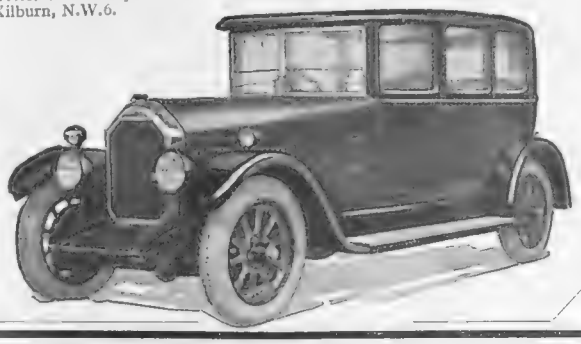

WHY REMAIN GREY?

How Society Men and Women Re-create their Hair's Lost Colour

FREE TREATISE.

How Society men and women guard against the social and business handicap of Grey Hair is revealed in a dainty little Boudoir Book just published.

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No matter how long the greyness has existed, the lost colour is restored.

You can easily prove this. When the colour has been restored, just wash your hair and scrub it as hard as you can. Not a speck of colour comes away. This is because the colour is part of the very structure of your hair, and not a dye or stain.

IMPROVES HAIR HEALTH & BEAUTY.

Besides restoring the lost colour, this treatment improves and tones up your hair in every way.

It removes all accumulations of Scurf or Dandruff.

It invigorates and vitalises the hair and promotes a strong luxuriant growth.

It prevents the hair falling out and baldness.

Finally, by restoring your hair to exactly the same shade and depth of colour as it possessed before it became faded, dull, or grey, it makes you look years younger and even takes as much as 10 to 15 years from your apparent age.

BOOK OF HAIR-HEALTH AND BEAUTY FREE.

Should you be troubled with white, grey, greying, faded or otherwise discoloured hair you should write to-day to the "FACKTATIVE" Co. (Suite 22), 66, Victoria Street, Westminster, London, S.W.1, for a copy of their book describing how to cure grey or faded hair without the use of dye or stains.

Just mention your address and a copy of this book will reach you by return, gratis and post free, in plain sealed envelope, free from observation.

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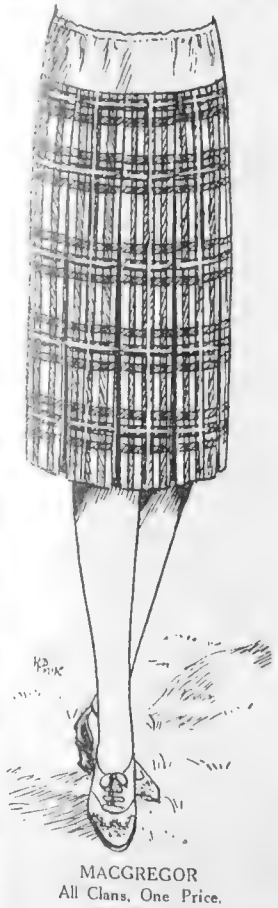

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The Highland Kilt Skirt is also obtainable in a full range of the principal Clans, at **5 Guineas.**

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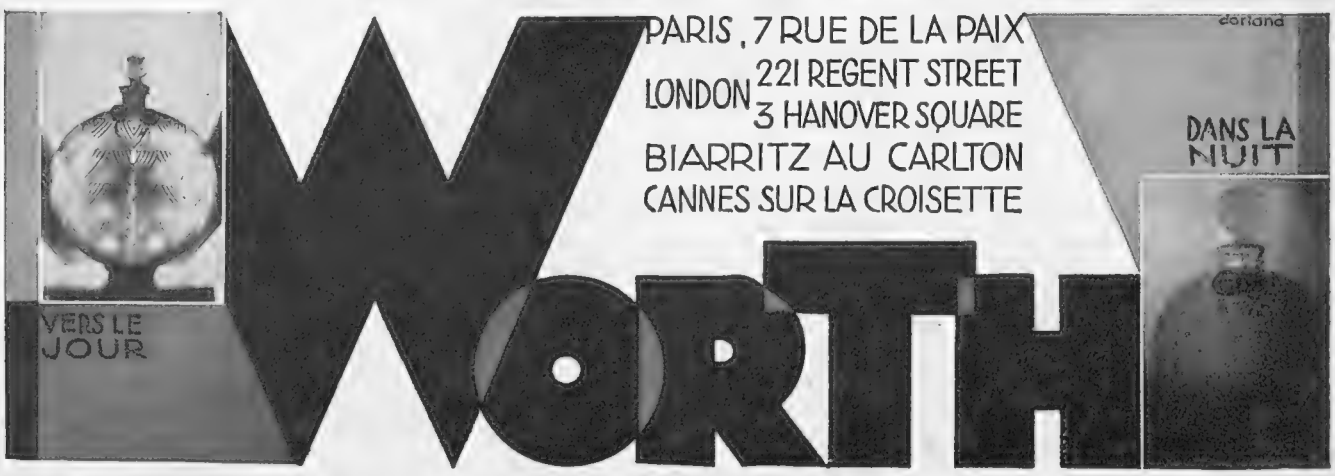

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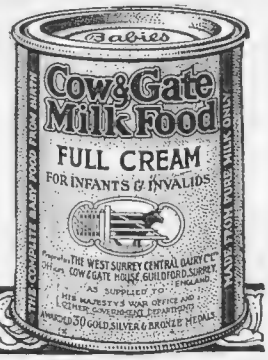

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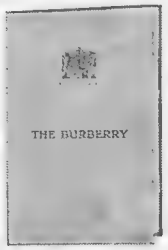

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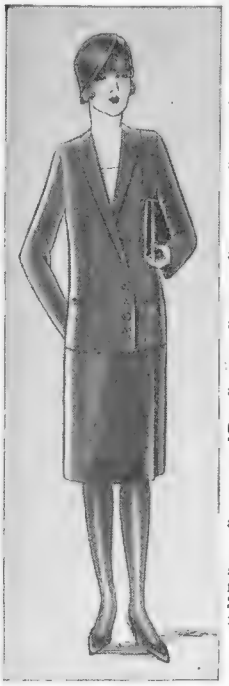

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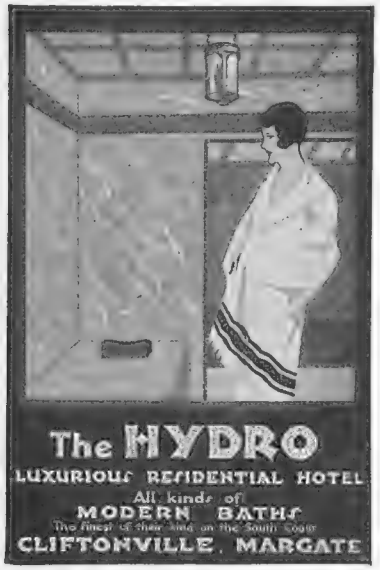

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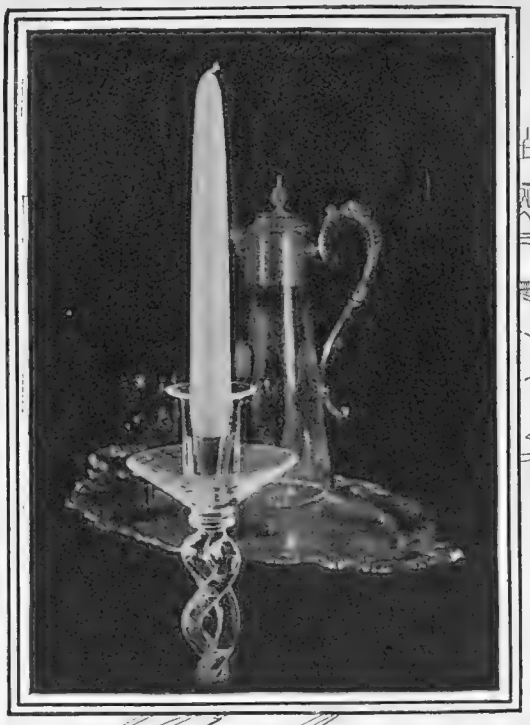

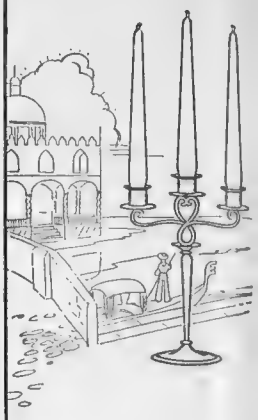

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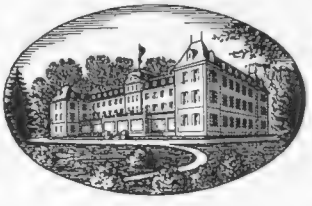

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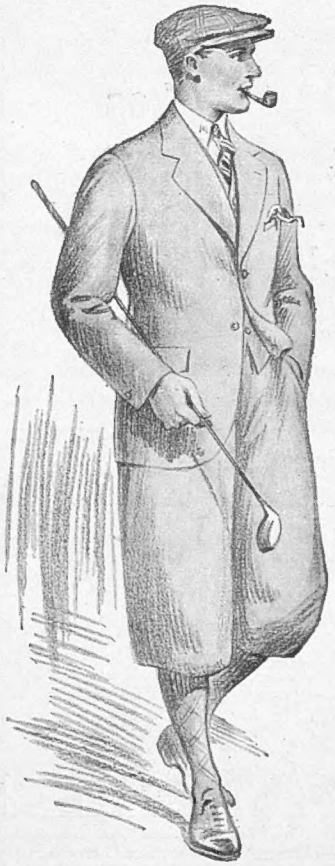

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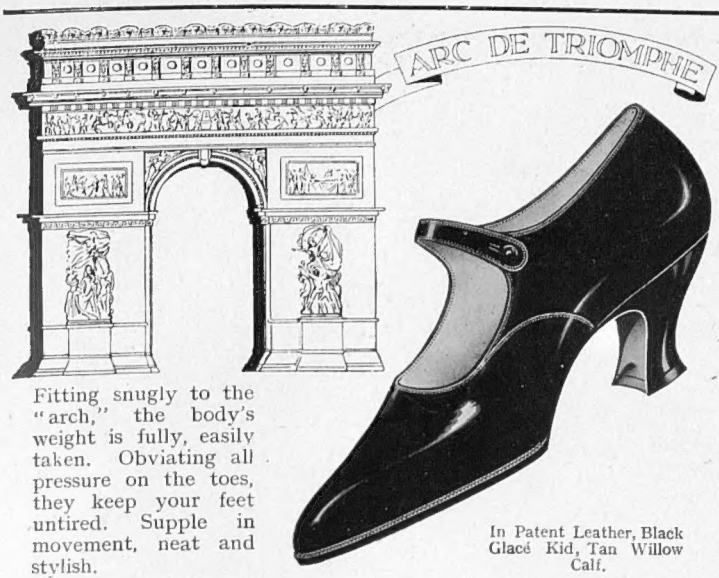

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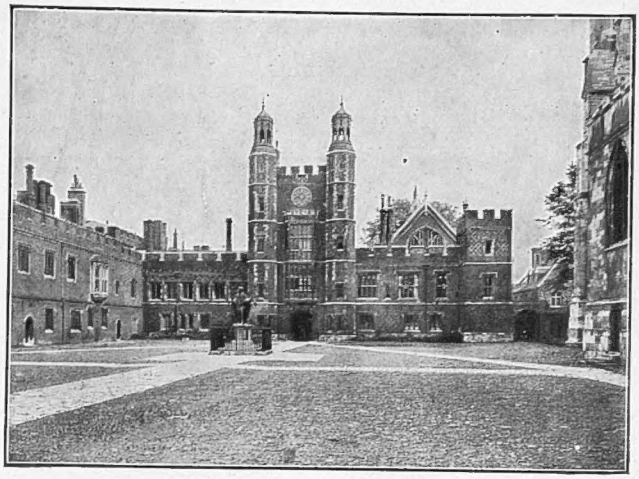

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